



John Sanders.-
Exeter.-
1841.-

BRADSHAW'S
Railway Companion,

CONTAINING
THE TIMES OF DEPARTURE,
FARES, &c.

OF THE RAILWAYS IN ENGLAND,

AND ALSO
Hackney Coach Fares
FROM THE PRINCIPAL RAILWAY STATIONS,

ILLUSTRATED WITH

MAPS OF THE COUNTRY THROUGH WHICH THE
RAILWAYS PASS,

AND PLANS OF
LONDON, BIRMINGHAM, LEEDS,
LIVERPOOL, AND MANCHESTER.

PRICE ONE SHILLING.

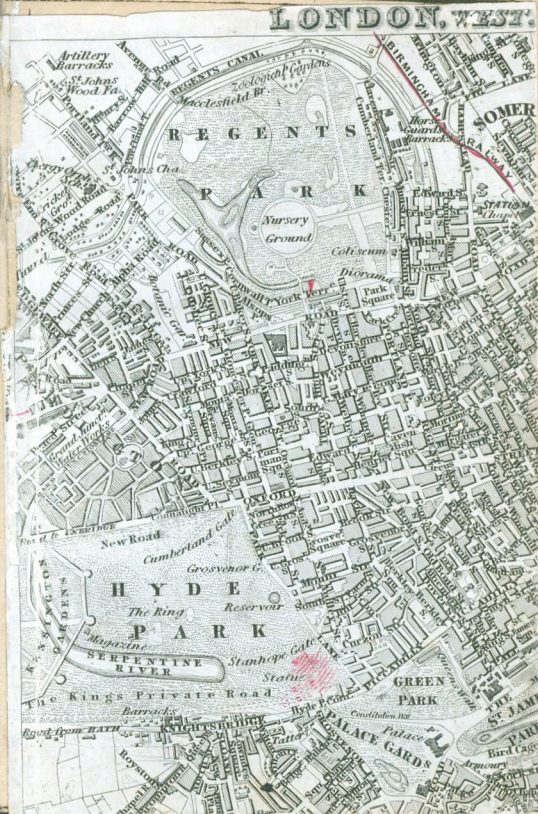
MANCHESTER :

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WRIGHTSON AND WEBB, BIRMINGHAM;

AND ALL BOOKSELLERS AND RAILWAY COMPANIES

1840.



ADDRESS.

THIS Book is published with the assistance of the several Railway Companies, on which account the information it contains may be depended upon as being correct and authentic. The necessity for such a work is so obvious as to need no apology; and the merits of it can be best ascertained by a reference to the execution both as regards the style and correctness of the Maps and Plans with which it is illustrated.

To Railway Companies.

G. BRADSHAW would feel particularly obliged by an intimation being forwarded to him at 27, Brown-street, Manchester, of any change in Fares or Times of Departure, on any of the Lines, in order that the correction may be immediately made in the work.

| Distance from London. | London to Birmingham | STATIONS. | | | | | | | | | | | | | | | | FARES. | | | | | |
|-----------------------|----------------------|---------------|-------------------------|---------------------|----------------------------------|----------------|-----------------|----------------------|---------------------|--|---------------------|--------------------|---------------------------------------|---------------------|------------------------|------------------------------------|--|--|-----------------------|--|--|--|--|
| | | Mixed. 6 a.m. | 3rd class train, 7 a.m. | *Mixed Class 8 a.m. | First calling at M. Stns. 9 a.m. | Mixed. 9½ a.m. | * Mail. 9¾ a.m. | Mixed Class. 11 a.m. | Mixed Class 12 Noon | *Mixed calling at 1st.cl. Stns. 1 p.m. | Mixed Class. 2 p.m. | Mixed Class 3 p.m. | * Mixed calling at 1st.cl.stns.5 p.m. | Mixed Class. 6 p.m. | * Mail, Mixed. 8½ p.m. | Mixed, calling at mail sts. 9 p.m. | 4 in. car. by day, or 1 class 6 in. by night | 1st class carriage, 6 in. by day, 2nd class carriage, closed, by night | 2d class open, by day | | | | |
| Mls. | LONDON .. | 6 0 | 7 0 | 8 0 | 9 0 | 9 30 | 9 45 | 11 0 | 12 0 | 1 0 | 2 0 | 3 0 | 5 0 | 6 0 | 8 30 | 9 0 | s. d. | s. d. | s. d. | | | | |
| 11½ | Harrow .. | .. | 7 40 | 8 30 | .. | .. | .. | .. | 12 30 | .. | 2 30 | 3 30 | 5 30 | 6 30 | .. | .. | 3 6 | 3 0 | 2 6 | | | | |
| 17½ | Watford .. | 6 45 | 8 0 | 8 50 | .. | .. | .. | 11 45 | 12 45 | 1 45 | 2 30 | 3 30 | 5 45 | 6 50 | .. | .. | 5 0 | 4 6 | 4 0 | | | | |
| 24½ | Boxmoor .. | .. | 8 30 | 9 10 | .. | .. | .. | .. | 1 5 | .. | 3 10 | 4 10 | .. | 7 10 | .. | .. | 7 0 | 6 6 | 5 6 | | | | |
| 28½ | B.Hampstd .. | .. | 8 45 | 9 20 | .. | .. | .. | .. | 1 20 | .. | 3 20 | 4 20 | .. | 7 20 | .. | .. | 8 0 | 7 6 | 6 6 | | | | |
| 31 | Tring | 7 25 | 9 0 | 9 35 | 10 22 | 10 52 | 11 0 | 12 25 | 1 35 | 2 25 | 3 35 | 4 35 | 6 25 | 7 35 | 9 56 | 10 26 | 9 6 | 8 6 | 7 0 | | | | |
| | Aylesbury .. | .. | .. | 10 15 | .. | .. | .. | .. | 2 15 | .. | .. | 5 15 | .. | 8 15 | .. | .. | .. | 8 6 | .. | | | | |
| 41 | Leighton .. | 7 50 | 10 0 | 10 0 | .. | .. | .. | 12 50 | .. | 2 50 | 4 0 | .. | 6 50 | 8 0 | .. | .. | 12 0 | 11 0 | 9 0 | | | | |
| | Bletchley .. | .. | 10 25 | 10 15 | .. | .. | .. | .. | .. | .. | 4 15 | .. | .. | 8 15 | .. | .. | 13 6 | 12 6 | 10 6 | | | | |
| 52½ | Wolverton .. | 8 15 | 10 45 | 10 30 | 11 7 | 11 37 | 12 0 | 1 15 | .. | 3 15 | 4 30 | .. | 7 15 | 8 30 | 10 54 | 11 24 | 15 6 | 14 0 | 11 6 | | | | |
| 60 | Roads | .. | 12 30 | 10 55 | .. | .. | .. | .. | .. | .. | 4 55 | .. | 7 40 | .. | .. | .. | 17 6 | 16 0 | 13 6 | | | | |
| 62½ | Blisworth .. | 8 50 | 12 45 | 11 5 | .. | 12 0 | 12 28 | 1 50 | .. | 3 50 | 5 5 | .. | 7 50 | .. | 11 15 | 11 45 | 18 6 | 17 0 | 14 0 | | | | |
| 69½ | Weedon .. | 9 5 | 1 15 | 11 25 | 11 50 | 12 20 | 12 40 | 2 5 | .. | 4 55 | 5 25 | .. | 8 5 | .. | 11 50 | 12 20 | 20 6 | 18 6 | 15 6 | | | | |
| 75½ | Crick | .. | 1 35 | 11 45 | .. | .. | .. | .. | .. | .. | 5 45 | .. | .. | .. | .. | .. | 22 0 | 20 0 | 17 0 | | | | |
| 83½ | Rugby | 9 40 | 2 0 | 12 5 | .. | 12 55 | 1 15 | 2 40 | .. | 4 40 | 6 5 | .. | 8 40 | .. | 12 30 | 1 0 | 24 6 | 22 0 | 18 6 | | | | |
| 89½ | Brandon .. | .. | 2 20 | 12 20 | .. | .. | .. | .. | .. | .. | 6 20 | .. | .. | .. | .. | .. | 26 0 | 24 0 | 20 0 | | | | |
| 94 | Coventry .. | 10 10 | 2 40 | 12 35 | 12 55 | .. | 1 45 | 3 10 | .. | 5 10 | 6 35 | .. | 9 10 | .. | 1 0 | .. | 27 6 | 25 0 | 21 0 | | | | |
| 100½ | Hampton .. | 10 35 | 3 10 | 1 0 | 1 28 | .. | .. | .. | .. | 5 35 | 7 0 | .. | .. | .. | .. | .. | 30 0 | 27 6 | 23 0 | | | | |
| 112½ | Birmingham | 11 30 | 3 45 | 2 0 | 2 15 | .. | 2 30 | 4 30 | .. | 6 30 | 8 0 | .. | 10 30 | .. | 2 0 | .. | 32 6 | 30 0 | 25 0 | | | | |

The 3rd Class train takes passengers, private carriages, and horses, at the following charges:—From London to Birmingham, Passengers 14s., private carriages £3, horse boxes £4, and in proportion for intermediate stations.

Sunday Trains.—Mixed 8 a.m., mail* 9½ a.m., mixed to Wolverton 6 p.m., mail,* mixed 8½ & 9 p.m. to Rugby calling at Mail Sts.

Children under Ten Years of age, Half-price. Infants in arms, unable to walk free of charge—Soldiers *en route* are charged under a special agreement.—Dogs are charged for any distance not exceeding 30 miles, 1s.; 55 miles, 2s.; 85 miles 3s.; and the whole distance, 4s. No dogs allowed to be taken inside the carriages.

The check ticket given to the passenger on the payment of his fare will be required from him on leaving the coach or at the station next before his arrival at London or Birmingham; and if not then presented he will be liable to have the Fare again demanded. No Smoking is allowed at the stations, or in the company's carriages.

Carriages and Horses should be at the stations a quarter of an hour before the time of departure, and they cannot be forwarded by any train unless there, at the least, five minutes before its time of departure, which time is punctually observed, and after the doors are closed no Passengers can be admitted.

To guard against accident and delay, if it is especially requested that passengers will not leave their seats at any of the stations except Wolverton (half way), where ten minutes are allowed for freshment.

A Passenger may claim the seat corresponding to the number previously occupied.—No gratuity, under any circumstances, is to be taken by any servant of the company.

The Trains marked with an asterisk (*) are in conjunction with those of the Grand Junction Railway; sufficient time being allowed at the Birmingham Station, where refreshments are provided, and waiting rooms, with female attendants.

| Distance from Birmingham. | Birmingham to London. | STATIONS | | | | | | | | | | | | | | | FARES. | | | | | | | |
|---------------------------|-----------------------------|------------------------|--------------------|---|---------------------------------|-------------------------|--------------------------------------|---------------------------|----------------------------|------------------|--------------------------|--------------------------------|------------------------|-------------------------------------|---------------------------|---|--|--|-------------------------------|-------|--|--|--|--|
| | * Mixed Short. 6 45 a.m. | Mixed Class. 7 a.m. | * Mail. 8½ a.m. | Mixed, calling at 1st class S. 10 a.m. | From Aylesbury mixed 11 a.m. | Mixed Class. 12 noon | Mixed, calling at mail st. 1 p.m. | * Mixed Class. 1½ p.m. | 3rd class train, 2 p.m. | Mixed. 4 p.m. | * First Class. 4 p.m. | From Aylesbury mixed 4 p.m. | Mixed Class. 5 p.m. | First, calling at Mail S. 6 p.m. | * Mail, Mixed. 12 p.m. | 4 in. car, by day or 1 class 6 in. by night | 1st class car- riage, 6 in- side, by day | 2nd class car- riage, closed, by night | 2nd class car- open by day | | | | | |
| Mls. | Birmingham | .. | 7 0 | 8 30 | 10 0 | .. | 12 0 | .. | 1 15 | 2 0 | .. | 4 0 | .. | 5 0 | 6 0 | 12 0 | s. d. | s. d. | s. d. | s. d. | | | | |
| 12½ | Hampton | .. | 7 25 | .. | 10 25 | .. | 12 25 | .. | 1 40 | 2 40 | .. | 4 25 | .. | 5 25 | 6 25 | .. | 2 6 | 2 6 | 2 0 | 1 0 | | | | |
| 18½ | Coventry .. | .. | 7 50 | 9 17 | 10 45 | .. | 12 50 | .. | 2 0 | 3 20 | .. | 4 45 | .. | 5 50 | 6 45 | 12 53 | 5 0 | 4 6 | 4 0 | 3 0 | | | | |
| 23½ | Brandon .. | .. | 8 5 | .. | .. | .. | 1 5 | .. | .. | 3 45 | .. | .. | .. | 6 5 | .. | .. | 7 0 | 6 0 | 5 0 | 4 0 | | | | |
| 29½ | Rugby | .. | 8 25 | 9 45 | 11 15 | .. | 1 25 | 1 0 | 2 30 | 4 10 | 4 0 | 5 15 | .. | 6 25 | 7 15 | 1 30 | 8 6 | 8 0 | 6 6 | 5 0 | | | | |
| 37 | Crick | .. | 8 50 | .. | .. | .. | 1 50 | .. | .. | 4 40 | .. | .. | .. | 6 50 | .. | .. | 11 0 | 10 0 | 8 6 | 6 6 | | | | |
| 42¾ | Weedon .. | .. | 9 5 | 10 26 | 11 55 | .. | 2 5 | 1 40 | 3 10 | 5 0 | 4 40 | 5 55 | .. | 7 5 | 7 55 | 2 12 | 12 6 | 11 6 | 9 6 | 7 6 | | | | |
| 49 | Blisworth | .. | 9 25 | .. | 12 15 | .. | 2 25 | 2 5 | 3 30 | 5 20 | .. | 6 15 | .. | 7 25 | 8 15 | 2 35 | 14 6 | 13 0 | 11 0 | 8 6 | | | | |
| 52½ | Roads | .. | 9 40 | .. | .. | .. | 2 40 | .. | .. | 5 45 | .. | .. | .. | 7 40 | .. | .. | 15 6 | 14 0 | 11 6 | 9 6 | | | | |
| 59¾ | Wolverton | 6 45 | 10 0 | 11 11 | 12 40 | .. | 3 0 | 2 28 | 3 55 | 6 15 | 5 25 | 6 40 | .. | 8 0 | 8 40 | 2 58 | 17 6 | 16 0 | 13 6 | 10 6 | | | | |
| | Bletchley | 7 5 | 10 20 | .. | .. | .. | 3 20 | .. | .. | 6 35 | .. | .. | .. | 8 20 | .. | .. | 19 6 | 17 6 | 15 0 | 12 0 | | | | |
| 71½ | Leighton .. | 7 20 | 10 35 | .. | 1 15 | .. | 3 35 | .. | .. | 7 25 | .. | 7 15 | .. | 8 35 | .. | .. | 21 0 | 19 0 | 16 0 | 12 6 | | | | |
| | Aylesbury | 7 0 | .. | .. | 11 0 | .. | .. | .. | .. | .. | .. | 7 0 | 4 0 | .. | .. | .. | 21 6 | .. | .. | 14 6 | | | | |
| 80½ | Tring | 7 45 | 11 0 | 12 11 | 1 40 | 11 40 | 4 0 | 3 33 | 4 55 | 8 5 | 6 25 | 7 40 | 4 30 | 9 0 | 9 40 | 4 3 | 23 6 | 21 6 | 18 0 | 14 6 | | | | |
| 84½ | B. Hampstd | 7 55 | 11 10 | .. | .. | 11 50 | 4 10 | .. | .. | 8 20 | .. | .. | 4 40 | 9 10 | .. | .. | 24 6 | 22 6 | 19 0 | 15 0 | | | | |
| 87¾ | Boxmoor .. | 8 5 | 11 20 | .. | .. | 12 0 | 4 20 | .. | .. | 8 35 | .. | .. | 4 50 | 9 20 | .. | .. | 25 6 | 23 6 | 19 6 | 15 6 | | | | |
| 94¾ | Watford .. | 8 20 | 11 35 | .. | 2 10 | 12 15 | 4 35 | .. | .. | 9 5 | .. | 8 10 | 5 10 | 9 35 | .. | .. | 27 6 | 25 6 | 21 0 | 17 0 | | | | |
| 101 | Harrow .. | 8 45 | 11 50 | .. | .. | 12 40 | 5 0 | .. | .. | 9 30 | .. | .. | 5 25 | 10 0 | .. | .. | 29 6 | 27 0 | 22 6 | 18 0 | | | | |
| 112½ | LONDON .. | 9 30 | 12 30 | 1 30 | 3 30 | 1 15 | 6 0 | 5 0 | 6 45 | 10 0 | 8 0 | 9 30 | 6 15 | 11 0 | 11 30 | 5 30 | 32 6 | 30 0 | 25 0 | 20 0 | | | | |

The 3rd Class train takes passengers, private carriages, and horses at the following charges:—From Birmingham to London, Passengers 14s, carriages £3, horse boxes £4, and in proportion for intermediate stations.

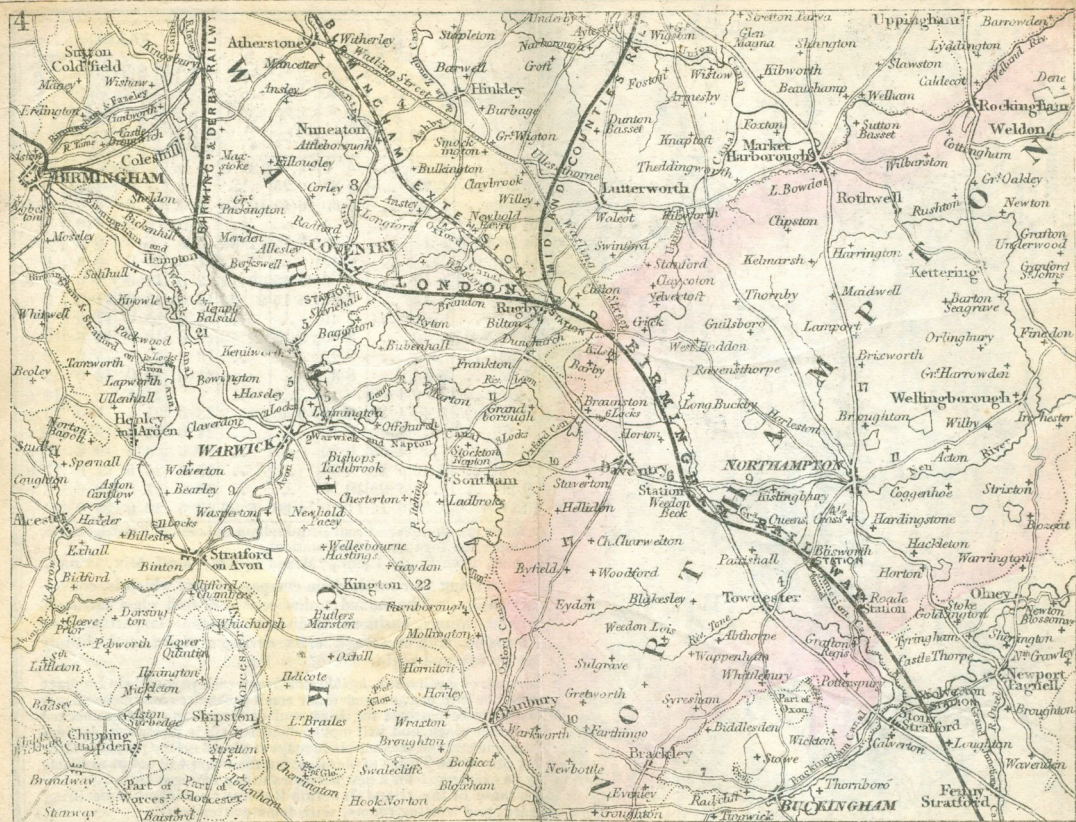
Sunday Trains.—Mixed (from Wolverton) 6 45 a.m., *Mail 8 1/2 a.m., from Rugby 1 p.m., *Mixed 1 1/2 p.m., *Mail, Mix. 12 p.m.

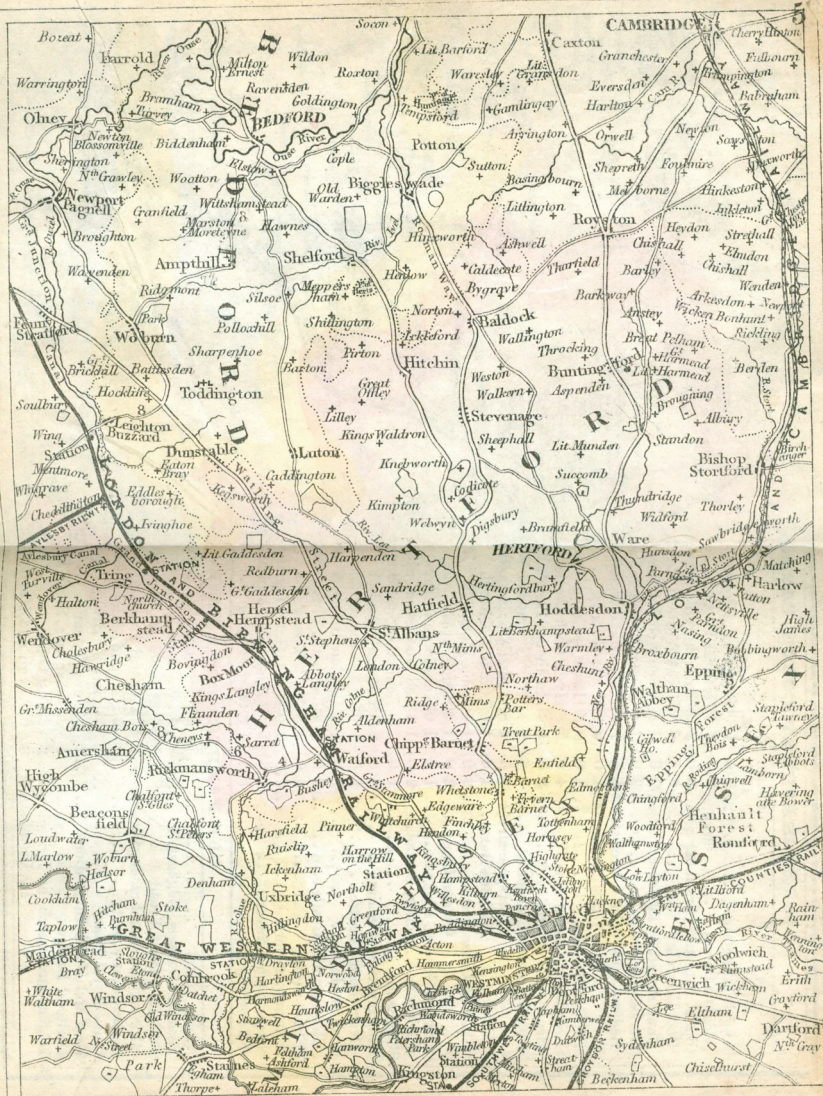
The first class trains consist of first class and mail carriages, carrying four inside. (one compartment of which is convertible into a bed carriage, if required) and of carriages carrying six inside.—The mixed trains consist of first class carriages, carrying six inside, and of 2d class carriages *open* at the side, without linings, cushions or divisions in the compartments.—The Night Mail train consists of first class carriages carrying six inside, and of second class carriages *closed*, and entirely protected from the weather.—Each carriage has a small roof lamp by day and night.

Passengers are especially recommended to have their names and address, or destination, *legibly written* on each part of their Luggage when it will be placed on the top of the Coach in which they ride, unless it be in a bag, or such other small package as may conveniently be taken under the seats inside, opposite the one they occupy. If the Passenger be destined for Liverpool or Manchester, and has booked his place through, his luggage will be placed on the Liverpool or Manchester coach, and will not be disturbed till it reaches its destination; and to prevent mistakes the Passenger should shew his ticket to the Porters, and see that his luggage is placed on the proper coach.

A Passenger having paid his fare, and taken out a ticket, may go by any of the Trains of *that day*, but the ticket will not be available on the following day, unless under special circumstances, when it may be exchanged for a new pass for the day required.

The Trains marked with an asterisk (*) are in conjunction with those of the Grand Junction Railway; sufficient time being allowed at the Birmingham Station, where refreshments are provided, and waiting rooms, with female attendants.





HACKNEY COACH FARES from EUSTON STATION, LONDON

| | Coach. | Cab. | | Coach. | Cab. | | Coach. | Cab. | | | | | | |
|---------------------------------|--------|-------|---|--------|----------------------------------|---|--------|-------|---|------------------------------------|---|---|---|---|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. | | | | | | |
| Angel, Islington | 1 | 6 | 1 | 0 | Foundling Hospital | 1 | 6 | 1 | 0 | Obelisk, St. George's Fields | 3 | 6 | 2 | 4 |
| Aldgate Pump | 3 | 6 | 2 | 4 | General Post-office | 2 | 6 | 1 | 8 | Portman-square | 2 | 0 | 1 | 4 |
| Bank, England (Front of) .. | 3 | 0 | 2 | 0 | Gracechurch st, Spread Eagle .. | 3 | 0 | 2 | 0 | Pantheon Bazaar | 1 | 6 | 1 | 0 |
| Bow Church | 2 | 6 | 1 | 8 | Great Western Railway | 2 | 6 | 1 | 8 | Pantechnicon, Knightsbridge .. | 3 | 0 | 2 | 0 |
| Bond street, Oxford-street .. | 2 | 0 | 1 | 4 | Greenwich Railway | 3 | 6 | 2 | 4 | Ratcliff Highway, Coach Stand .. | 4 | 6 | 3 | 0 |
| Berkeley-square | 2 | 0 | 1 | 4 | Gloster Coffee house, Oxford-st. | 2 | 0 | 1 | 4 | Regent Circus, Oxford-street .. | 1 | 6 | 1 | 0 |
| Bedford-square, by Gower-street | 1 | 6 | 1 | 0 | Holborn, George & Blue Boar .. | 1 | 6 | 1 | 0 | Piccadilly (Chaplain's Office) .. | 2 | 0 | 1 | 4 |
| through Bedford Estate .. | 1 | 0 | 0 | 8 | Horse Guards | 2 | 0 | 1 | 4 | Soho-square | 1 | 6 | 1 | 0 |
| British Museum | 1 | 0 | 0 | 8 | House of Commons | 2 | 6 | 1 | 8 | Somerset House | 2 | 0 | 1 | 4 |
| Bricklayer's Arms | 4 | 0 | 2 | 8 | Hyde Park Corner, Piccadilly .. | 3 | 0 | 2 | 0 | Sadler's Wells Theatre | 2 | 0 | 1 | 4 |
| Bryanstone square | 2 | 0 | 1 | 4 | Hatchett's Hotel, Piccadilly .. | 2 | 6 | 1 | 8 | Session's House, Clerkenwell .. | 2 | 0 | 1 | 4 |
| City Boundary, Aldgate | 3 | 6 | 2 | 4 | (outside Western Gate) .. | 2 | 0 | 1 | 4 | Surrey Chapel, Blackfriars-road .. | 3 | 0 | 2 | 0 |
| Aldersgate-street | 2 | 6 | 1 | 8 | Hyde Park, Edgeware-road .. | 2 | 0 | 1 | 4 | Shoreditch Church | 3 | 0 | 2 | 0 |
| Holborn Bars | 1 | 6 | 1 | 0 | Islington Church | 2 | 0 | 1 | 4 | St. Katherine's Wharf | 4 | 0 | 2 | 8 |
| Charing Cross Statue | 2 | 0 | 1 | 4 | India House | 3 | 0 | 2 | 0 | St. Luke's Hospital | 2 | 6 | 1 | 8 |
| Golden Cross | 2 | 0 | 1 | 4 | King's Cross | 1 | 0 | 0 | 8 | St. Paul's, Ludgate-hill | 2 | 6 | 1 | 8 |
| Covent Garden, Piazza | 1 | 6 | 1 | 0 | Kennington Cross | 4 | 0 | 2 | 8 | St. James's Palace | 2 | 6 | 1 | 8 |
| Crown and Anchor, Strand .. | 2 | 0 | 1 | 4 | Lad-lane, Swan with two Necks .. | 2 | 6 | 1 | 8 | Temple Bar | 2 | 0 | 1 | 4 |
| Colosseum | 1 | 6 | 1 | 0 | London & Southampton Railway .. | 4 | 0 | 2 | 8 | Vauxhall Gardens | 4 | 6 | 3 | 0 |
| Custom House Stairs | 3 | 6 | 2 | 4 | London Hospital | 4 | 0 | 2 | 8 | Westminster Bridge | 2 | 6 | 1 | 8 |
| Drury-lane Theatre | 1 | 6 | 1 | 0 | Institution, Moorfields .. | 3 | 0 | 2 | 0 | Welsh School, Grey's Inn road .. | 1 | 6 | 1 | 0 |
| Exeter Hall | 2 | 0 | 1 | 4 | London Bridge Wharf | 3 | 0 | 2 | 0 | Whitechapel Church | 4 | 0 | 2 | 8 |
| Elephant and Castle | 3 | 6 | 2 | 4 | Lambeth, Three Stags | 3 | 6 | 2 | 4 | White Conduit House | 3 | 0 | 1 | 4 |
| Eaton square | 4 | 0 | 2 | 8 | Mint, Tower Hill | 3 | 6 | 2 | 4 | Wood-street, Cross Keys | 2 | 6 | 1 | 8 |
| Finsbury-square | 3 | 0 | 2 | 0 | Marsh Gate, Lambeth | 3 | 0 | 2 | 0 | Yorkshire Stingo | 2 | 0 | 1 | 4 |
| Freemason's Tavern | 1 | 6 | 1 | 0 | Middlesex Hospital | 1 | 6 | 1 | 0 | Zoological Gardens, Regent's Park | 2 | 0 | 1 | 4 |
| Fitzroy-square | 1 | 0 | 0 | 8 | Opera House | 2 | 0 | 1 | 4 | Surrey | 4 | 6 | 3 | 0 |

CAR FARES from the RAILWAY STATION, BIRMINGHAM.

| | | | | | | | | |
|---------------------------------------|---|---|---|---|--------------------|---|---|---|
| Albion Hotel | 1 | 0 | Edgbaston, Wellington-st, Bristol-rd. 2 | 0 | Swan Hotel | 1 | 0 | |
| Botanic Gardens, Edgbaston | 2 | 6 | Five ways Toll gate | 2 | 0 | St. Martin's Church | 1 | 0 |
| Bell Inn, Bristol-road | 1 | 6 | Free School, New-street | 1 | 0 | St. Philip's Church (Dee's Hotel) | 1 | 0 |
| Birmingham Canal-office, Paradise-st. | 1 | 0 | General Hospital | 1 | 0 | St. George's Church | 1 | 6 |
| Crescent (any part) | 1 | 0 | Hen and Chickens Hotel | 1 | 0 | St. Mary's Chapel | 1 | 0 |
| Dee's Royal Hotel | 1 | 0 | Icknield Bridge, Monument-road.. | 2 | 0 | St. Paul's Chapel, Ludgate Hill .. | 1 | 6 |
| Deaf and Dumb Institutions | 2 | 6 | News Room | 1 | 0 | Sand Pits Toll-gate | 2 | 0 |
| Deritend Bridge | 1 | 0 | Old-square, Stork Hotel | 1 | 0 | Trinity Chapel, Deritend | 1 | 6 |
| Edgbaston Church, by Bristol road | 2 | 0 | Post Office | 1 | 0 | Town Hall | 1 | 0 |
| by Broad-street | 3 | 0 | Plough and Harrow, Hagley-road | 2 | 6 | Theatre | 1 | 0 |

GREAT WESTERN RAILWAY

| Distance. | LONDON TO FARRINGTON ROAD. | 8 a.m. | 8½ a.m. | 9 a.m. | 10 a.m. | 10½ a.m. | 12 noon | 1½ p.m. | 2 p.m. | 4 p.m. | 4½ p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 2 55 p.m. Mail | FARES. | | |
|-----------|-------------------------------------|--------|---------|--------|---------|----------|---------|---------|--------|--------|---------|--------|--------|--------|--------|-------------------|----------------|--------------|----------------|
| | | | | | | | | | | | | | | | | | First Class | 2nd Class | Goods Train |
| Mls. | Departure fr. | | | | | | | | | | | | | | | | s. d. | s. d. | s. d. |
| 6 | Paddington | 8 0 | 8 30 | 9 0 | 10 0 | 10 30 | 12 0 | 1 30 | 2 0 | 4 0 | 4 30 | 5 0 | 6 0 | 7 0 | 8 0 | 8 55 | 1 6 | 0 9 | — |
| 7 | Ealing | .. | 8 41 | .. | .. | 10 41 | .. | 1 41 | .. | .. | 4 41 | .. | 6 11 | .. | 8 11 | .. | 2 0 | 1 0 | — |
| 9 | Hanwell | .. | 8 45 | .. | .. | 10 45 | .. | 1 45 | .. | .. | 4 45 | 5 13 | 6 15 | .. | 8 15 | .. | 2 6 | 1 3 | 0 9 |
| 13 | Southall | .. | 8 50 | .. | .. | 10 50 | .. | 1 50 | .. | .. | 4 50 | .. | 6 20 | .. | 8 20 | .. | 3 0 | 1 6 | 1 0 |
| 18 | West Drayton.. | .. | 8 59 | .. | .. | 10 59 | 12 26 | 1 59 | .. | .. | 4 59 | 5 26 | 6 29 | .. | 8 29 | 9 21 | 4 6 | 2 6 | 1 6 |
| 22 | Slough | 8 35 | 9 10 | 9 35 | 10 35 | 11 10 | 12 38 | 2 10 | 2 35 | 4 35 | 5 10 | 5 38 | 6 40 | 7 35 | 8 41 | 9 33 | 5 6 | 3 6 | 2 0 |
| 31 | Maidenhead .. | 8 46 | .. | .. | 10 46 | 11 20 | 12 50 | .. | 2 46 | 4 47 | 5 20 | 5 49 | .. | .. | 8 53 | 9 45 | 6 6 | 3 6 | 2 0 |
| | Twyford | .. | .. | 10 2 | .. | .. | 1 9 | .. | 3 4 | 5 5 | .. | 6 7 | .. | .. | 9 12 | .. | 7 0 | 5 0 | 2 6 |
| | Reading | 9 14 | .. | 10 14 | 11 14 | .. | 1 21 | .. | 3 15 | 5 17 | .. | 6 20 | .. | 8 12 | 9 25 | 10 13 | 8 0 | 5 6 | 3 0 |
| | Pangbourne .. | 9 26 | .. | .. | 11 26 | .. | 1 36 | .. | .. | 5 30 | .. | .. | .. | 8 24 | .. | .. | 9 6 | 6 6 | 3 6 |
| | Goring | .. | .. | .. | 11 34 | .. | .. | .. | 3 34 | .. | .. | .. | .. | 8 33 | .. | .. | 10 6 | 7 0 | — |
| | Moulsford | .. | .. | 10 39 | .. | .. | 1 49 | .. | .. | 5 45 | .. | .. | .. | 8 41 | .. | 10 40 | 11 6 | 8 0 | 4 6 |
| | Steventon | 9 58 | .. | 10 58 | 11 58 | .. | 2 8 | .. | 3 58 | 6 3 | .. | .. | .. | 8 59 | .. | 10 57 | 12 6 | 8 6 | 5 0 |
| | Farringdon Road | 10 15 | .. | 11 15 | 12 15 | .. | 2 25 | .. | 4 15 | 6 20 | .. | .. | .. | 9 15 | .. | 11 15 | 14 0 | 10 0 | 6 0 |

Sunday Trains Paddington to Farringdon Road 8 a.m. 7 & 855 p.m.; Slough 8 30 & 9 30 a.m. & 6 p.m.; Reading 9 a.m. & 5 p.m.

GOODS' TRAINS

From Paddington to Farringdon Road (daily, excepting Sundays,) calling at Southall, West Drayton, Slough Maidenhead, Twyford, Reading, Pangbourne, and Steventon, 4 a.m. Calling at Southall, Slough, Maidenhead, Reading, Moulsford, and Steventon 9 p.m.

From Farringdon Road to Paddington, calling at Steventon, Moulsford, Reading, Maidenhead, Slough, West Drayton, and Southall 4 a.m. Calling at Steventon, Moulsford, Pangbourne, Reading, Twyford, Maidenhead, Slough, & Southall, 8 p.m. The latter Train will not run on Saturdays.—Trains will not stop at Southall for passengers only except on Wednesdays.

On Sundays from Paddington to Farringdon Road, calling at West Drayton, Slough, Maidenhead, Twyford, Reading, Pangbourne, and Steventon, 4 o'clock a.m. From Farringdon Road to Paddington, calling at Steventon, Moulsford, Pangbourne, Reading, Twyford, Maidenhead, Slough, 8 o'clock p.m.

The Goods' Train which leaves Farringdon Road at 4 a.m. will, for the present, start from Reading at 6 o'clock, by which Train Passengers' Carriages, &c. will be conveyed to Paddington and other stations.

HORSES AND CARRIAGES will be conveyed at the following Charges:—

| | Between Paddington & Farringdon Road | Steventon | Moulsford | Pangbourne | Reading | Twyford | Maidenhead | Slough |
|-------------|--------------------------------------|-----------|-----------|------------|---------|---------|------------|--------|
| Carriages.. | { 4-Wheel.... | 36s. | 32s. | 28s. | 24s. | 20s. | 16s. | 12s. |
| | { 2-Wheel.... | 27s. | 24s. | 21s. | 18s. | 15s. | 12s. | 9s. |
| Horses.... | { Each | 32s. | 28s. | 24s. | 20s. | 16s. | 14s. | 10s. |
| | { Per Pair, same property | 56s. | 48s. | 40s. | 32s. | 28s. | 24s. | 16s. |

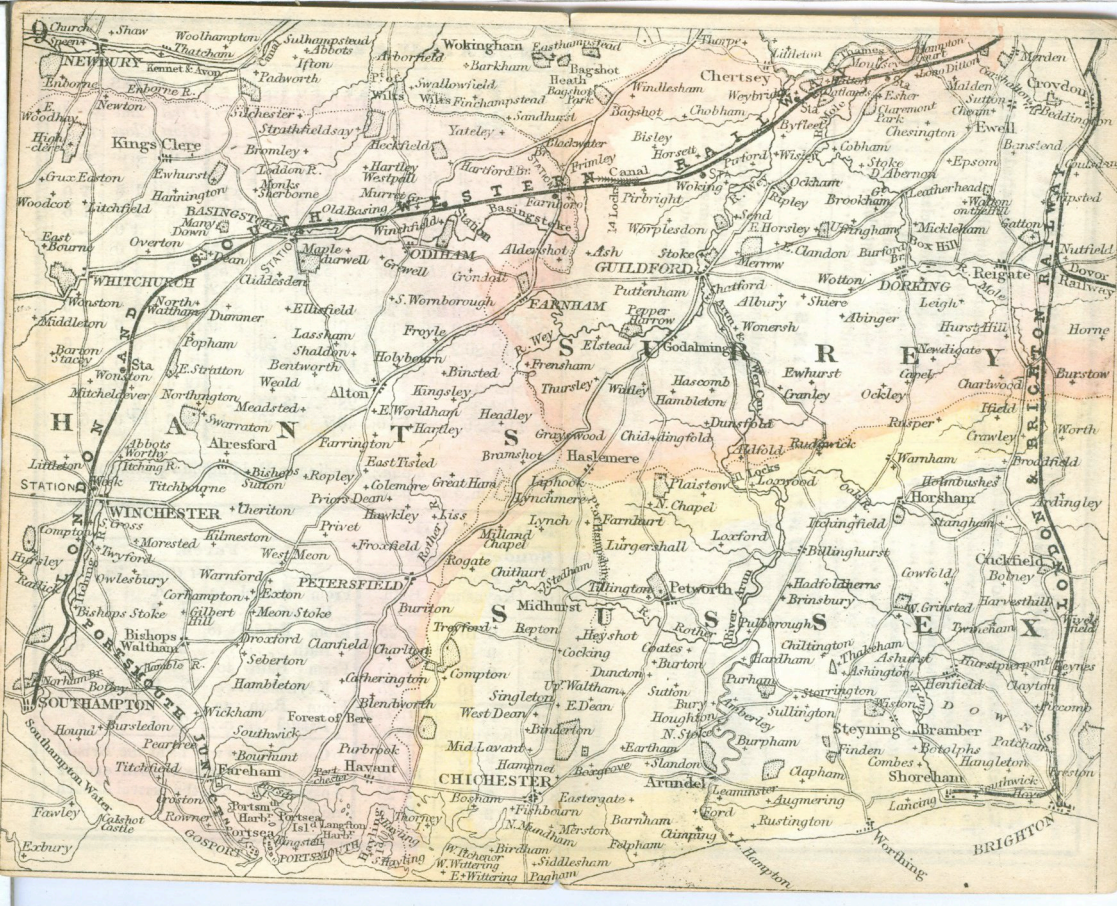
GREAT WESTERN RAILWAY.

| FARRINGTON ROAD TO LONDON. | 3 a.m. mail | Reading 7½ a.m. | 8 a.m. | Slough 9 a.m. | 9 a.m. | Slough 10 a.m. | Reading 10½ a.m. | 11 a.m. | Midhead 12 noon. | 1 p.m. | 3 p.m. | Slough 4 p.m. | 5 p.m. | Midhead 6 p.m. | 7 p.m. | FARES. | | |
|----------------------------------|----------------|--------------------|--------|------------------|--------|-------------------|---------------------|---------|---------------------|--------|--------|------------------|--------|-------------------|--------|----------------|--------------|----------------|
| | | | | | | | | | | | | | | | | First Class | 2nd Class | Goods Train |
| | | | | | | | | | | | | | | | | s. d. | s. d. | s. d. |
| Departure fr. | | | | | | | | | | | | | | | | | | |
| Farringdon Road | 3 0 | .. | 8 0 | .. | 9 0 | .. | .. | 11 0 | .. | 1 0 | 3 0 | .. | 5 0 | .. | 7 0 | 7 14 | 2 0 | 1 0 |
| Steventon | 3 15 | .. | 8 13 | .. | 9 14 | .. | .. | 11 14 | .. | 1 14 | 3 14 | .. | 5 14 | .. | 7 32 | 3 0 | 2 0 | 1 6 |
| Moulsoford | 3 34 | .. | 8 28 | .. | .. | .. | .. | 11 32 | .. | .. | 3 31 | .. | .. | .. | .. | 4 0 | 3 0 | — |
| Goring..... | .. | .. | .. | .. | 9 36 | .. | .. | .. | .. | 1 37 | .. | .. | 5 37 | .. | .. | 5 0 | 4 0 | 2 6 |
| Pangbourne .. | .. | .. | 8 42 | .. | .. | .. | .. | 11 44 | .. | .. | 3 45 | .. | 5 44 | .. | 7 47 | 5 0 | 4 0 | 3 0 |
| Reading | 3 58 | 7 30 | 8 53 | .. | 9 53 | .. | 10 30 | 11 55 | .. | 1 55 | 3 56 | .. | 5 56 | .. | 7 58 | 6 0 | 4 6 | 3 0 |
| Twyford | .. | 7 37 | 9 4 | .. | .. | .. | 10 37 | .. | .. | 2 8 | .. | .. | 6 9 | .. | 8 12 | 7 6 | 5 6 | 4 0 |
| Maidenhead .. | 4 28 | 7 53 | 9 21 | .. | 10 21 | .. | 10 53 | .. | 12 0 | 2 26 | 4 23 | .. | 6 0 | .. | 8 30 | 9 6 | 6 6 | 4 6 |
| Slough..... | 4 39 | 8 4 | 9 30 | 9 0 | 10 30 | 10 0 | 11 4 | 12 30 | 12 9 | 2 36 | 4 34 | 4 0 | 6 9 | .. | 8 39 | 10 6 | 7 6 | 5 0 |
| West Drayton .. | 4 52 | 8 15 | .. | 9 10 | .. | 10 10 | 11 15 | .. | 12 20 | 2 49 | .. | 4 10 | .. | 6 20 | .. | 11 6 | 8 6 | 5 6 |
| Southall | .. | 8 24 | .. | 9 19 | .. | 10 19 | 11 24 | .. | 12 29 | .. | .. | 4 19 | .. | 6 29 | .. | 12 6 | 9 0 | 5 9 |
| Hanwell | .. | 8 29 | .. | 9 24 | .. | 10 24 | 11 29 | .. | 12 34 | .. | .. | 4 24 | .. | 6 34 | .. | 12 6 | 9 0 | — |
| Ealing | .. | 8 33 | .. | 9 28 | .. | 10 28 | 11 33 | .. | 12 38 | .. | .. | 4 28 | .. | 6 38 | .. | 13 6 | 9 6 | — |
| Paddington | 5 20 | 8 45 | 10 5 | 9 40 | 11 5 | 10 40 | 11 45 | 1 5 | 12 50 | 3 15 | 5 10 | 4 40 | 7 5 | 6 50 | 9 15 | 14 0 | 10 0 | 6 0 |

Sunday Trains.—From Farringdon Road to Paddington at 3, and 8 a.m., 5 p.m.; Reading to Paddington 7½ a.m. and 7 p.m.; Slough to Paddington 9 a.m. 5 & 7 p.m.

BRISTOL AND BATH.

| | | | | | | Sunday Trains. | | | Fares. | | |
|------------------|------------------|---------------------|---------------|------------------|------------------------|------------------|------------------|------------------------|--|----------|-------|
| From Bristol. | From Keynsham | Arrives at Bath. | From Bath. | From Keynsham | Arrives at Bristol. | From Bristol. | From Keynsham | Arrives Bath. | 1st Class | 2d Class | |
| 8 a.m. | 8 10 | 8 25 | 9 a.m. | 9 15 | 9 25 | 8 a.m. | 8 10 | 8 25 | From Bristol to Keynsham | s. d. | s. d. |
| 9 " | | 9 25 | 10 " | | 10 25 | 9 " | 9 10 | 9 25 | | 1 6 | 0 9 |
| 10 " | 10 10 | 10 25 | 11 " | 11 15 | 11 25 | 6 p.m. | 6 10 | 6 25 | From Bristol to Bath | 2 6 | 1 6 |
| 11 " | | 11 25 | 12 " | | 12 25 | 8 " | 8 10 | 8 25 | From Bath to Keynsham.... | 2 0 | 1 0 |
| 12 " | 12 10 | 12 25 | 1 " | 1 15 | 1 25 | From Bath. | From Keynsham | Arrives at Bristol. | From Bath to Bristol | 2 6 | 1 6 |
| 2 p.m. | 2 10 | 2 25 | 3 " | 3 15 | 3 25 | | | | | | |
| 4 " | | 4 25 | 5 " | | 5 25 | 9 a.m. | 9 15 | 9 25 | Conveyances will be at the Bristol and Bath stations for the conveyance of passengers upon the arrival of each train. | | |
| 5 " | 5 10 | 5 25 | 6 " | 6 15 | 6 25 | 10 " | 10 15 | 10 25 | | | |
| 7 " | | 7 25 | 8 " | | 8 25 | 7 p.m. | 7 15 | 7 25 | | | |
| 8 " | 8 10 | 8 25 | 9 " | 9 15 | 9 25 | 9 " | 9 15 | 9 25 | | | |



LONDON AND SOUTH WESTERN RAILWAY.

Vauxhall, London to Southampton.

| | | |
|----------------------------------|------|------|
| To Southampton (mixed)..... | 8 | a.m. |
| „ Woking Common | 9 30 | „ |
| „ Southampton (first class)..... | 11 | „ |
| „ Ditto (mixed) | 1 | p.m. |
| „ Ditto (first class)..... | 3 | „ |
| „ Woking Common | 4 | „ |
| „ Southampton (mixed)..... | 5 | „ |
| „ Ditto (mail) | 8 30 | „ |

Southampton to Vauxhall, London

| | | |
|-----------------------------------|------|------|
| From Southampton (mail) | 2 | a.m. |
| „ Southampton (mixed)..... | 6 | „ |
| „ Woking Common | 7 45 | „ |
| „ Southampton (first class) | 11 | „ |
| „ Woking Common | 12 | noon |
| „ Southampton (mixed)..... | 1 30 | p.m. |
| „ Ditto (first class) | 3 | „ |
| „ Ditto (mixed)..... | 6 | „ |

SUNDAY TRAINS.

| | | | | | |
|---------------------------------|-------|------|--------------------------------|----|------|
| To Southampton (stopping)..... | 10 | a.m. | From Southampton (mail) | 2 | a.m. |
| „ Woking Common (stopping) | 10 30 | „ | „ Woking Common (stopping).... | 9 | „ |
| „ Southampton (stopping)..... | 5 | p.m. | „ Southampton (stopping)..... | 10 | „ |
| „ Woking Common (stopping) | 7 30 | „ | „ Southampton (stopping) | 5 | p.m. |
| „ Southampton (mail) | 8 30 | „ | „ Woking Common (stopping).... | 6 | „ |

GOODS TRAINS.

| | | | | | |
|----------------------|------|------|------------------------|----|------|
| To Southampton | 12 | a.m. | From Southampton | 10 | a.m. |
| „ Southampton | 8 45 | p.m. | „ Southampton | 8 | p.m. |

Third Class Passengers will be taken by these Trains.

FARES.

| Distance. | STATIONS. | FAST TRAIN. | MIXED TRAIN. | MIXED TRAIN. | GOODS TRAIN. |
|--------------|----------------------------------|----------------|-----------------|-----------------|-----------------|
| | | 1st Class. | 1st Class. | 2d Class. | 3d Class. |
| <i>Miles</i> | | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> | <i>s. d.</i> |
| 3 | London to Wandsworth | .. | 1 0 | 0 6 | .. |
| 6 | Wimbledon | .. | 1 6 | 1 0 | .. |
| 10 | Kingston | .. | 2 0 | 1 6 | .. |
| 13 | Esher and Hampton Court .. | .. | 2 6 | 1 6 | .. |
| 15½ | Walton | .. | 3 0 | 2 0 | .. |
| 17½ | Weybridge | .. | 3 6 | 2 0 | .. |
| 23 | Woking | 6 0 | 5 0 | 3 6 | 2 6 |
| 31½ | Farnborough | 8 6 | 7 6 | 5 0 | 3 0 |
| 38 | Winchfield | 10 0 | 9 0 | 6 0 | 3 6 |
| 46 | Basingstoke | 12 0 | 11 0 | 7 0 | 4 0 |
| 56 | Andover Road | 15 0 | 13 6 | 9 0 | 5 0 |
| 64 | Winchester | 17 6 | 15 6 | 10 0 | 6 0 |
| 76½ | Southampton | 20 0 | 18 0 | 12 0 | 7 0 |

The First Class Trs. take first class passengers only, except a limited number of servants in livery. Fare for Servants in livery, 13s.

The Mail Trains call at Kingston, Weybridge, Woking Common, and all stations to the West of Woking Common. Fare the same as the mixed trains for both 1st & 2d class passengers.

HACKNEY COACH & CAB FARES

To and from the SOUTH WESTERN RAILWAY STATION, Nine Elms.

| PUBLIC BUILDINGS. | | Coach. Cab. | | Coach. Cab. | |
|---------------------------|-------------|----------------------------|-----------|-------------------------|-----------|
| | Coach. Cab. | | | | |
| Bank of England..... | 3s6d 2s4d | Eagle, City road | 4s6d 3s0d | Olympic | 2s6d 1s8d |
| British Museum | 3 0 2 0 | Eagle, Mile end | 5 0 3 4 | St. James | 2 6 1 8 |
| Charing Cross statue .. | 2 0 1 4 | Freemasons' Tavern..... | 3 0 2 0 | Sadlers Wells | 4 6 3 0 |
| Colosseum | 3 6 2 4 | Glo'ster Coffee House..... | 3 6 2 4 | Surrey and Victoria.. | 2 0 1 4 |
| Custom House stairs..... | 3 6 2 4 | Geo. & Bl. Boar, Holborn | 3 0 2 0 | STEAM WHARFS. | |
| Foundling Hospital..... | 3 6 2 4 | Hatchett's hotel, Pdilly | 2 6 1 8 | Brunswick..... | 7 0 4 8 |
| General Post Office | 3 6 2 4 | Horns, Kennington | 1 6 1 0 | Dundee..... | 5 0 3 4 |
| Horse Guards | 1 6 1 0 | King's Head, Tot.C.R. | 3 6 2 4 | Downs | 4 6 3 0 |
| House of Commons | 1 6 1 0 | Sp. Eagle, Grace ch.st. | 3 6 2 4 | Hungerford | 2 0 1 4 |
| Hyde Park Corner | 2 6 1 8 | Star Corner, City rd. | 4 0 2 8 | London Bridge..... | 3 6 2 4 |
| India House | 3 6 2 4 | Three Stags, Lambeth | 1 6 1 0 | St. Katherine's | 4 0 2 8 |
| King's Cross | 4 6 3 0 | Three Cups, Aldersgate | 3 6 2 4 | BRIDGES. | |
| London Hospital | 4 6 3 0 | White Conduit House | 4 6 3 0 | London | 3 0 2 0 |
| Middlesex do. | 3 0 2 0 | White Bear, Piccadilly | 2 6 1 8 | Southwark | 3 0 2 0 |
| M. Tussaud, Baker-st. | 3 6 2 4 | Wh. Horse, Fetter lane | 3 6 2 4 | Blackfriars | 2 6 1 8 |
| Pantechnicon | 3 0 2 0 | Yorkshire Stingo | 4 0 2 8 | Waterloo | 2 6 1 8 |
| Pantheon | 2 6 1 8 | RAILWAYS. | | Westminster | 1 6 1 8 |
| Temple Bar | 3 0 2 0 | Birmingham | 4 0 2 8 | Vauxhall | 1 0 0 8 |
| Tower Stairs..... | 4 0 2 8 | Croyden | 3 0 2 0 | CHURCHES. | |
| Vauxhall Gardens | 1 0 0 8 | Eastern Counties | 4 6 3 0 | Oldgate | 3 6 2 4 |
| Westminster Hall | 1 6 1 0 | Great Western | 5 0 3 4 | Bishopsgate | 3 6 2 4 |
| Zoological, Regent's P. | 4 6 3 0 | Greenwich..... | 3 0 2 0 | Bow, Cheapside | 3 6 2 4 |
| Zoological, Surrey .. | 2 0 1 4 | THEATRES. | | Shoreditch..... | 4 6 3 0 |
| COACH INNS AND TAVERNS. | | Adelphi | 2 0 1 4 | St. Clements, Strand | 2 6 1 8 |
| Angel, Islington | 4 6 3 0 | Astley's | 1 6 1 0 | Cue, Leadenhall-st. | 3 6 2 4 |
| Bull, Aldgate | 3 6 2 4 | Covent Garden..... | 2 6 1 8 | St. George's, Borough | 2 6 1 8 |
| Bull, Bishopgate-st. | 3 6 2 4 | City of London..... | 4 0 2 8 | St. James's, Piccadilly | 2 6 1 8 |
| Bell & Crown, Holborn | 3 6 2 4 | Drury Lane | 2 6 1 8 | St. Mary le Strand .. | 2 6 1 8 |
| Boar & Castle, Oxf. st. | 3 0 2 0 | Haymarket | 2 0 1 4 | St Paul's, Ludgate hill | 3 0 2 0 |
| Bricklayers' Arms | 2 6 1 8 | Lyceum | 2 0 1 4 | St Sepulchre, Sknr.-st. | 3 0 2 0 |
| Elephant and Castle | 2 0 1 4 | Opera House..... | 2 0 1 4 | St Mary's Whitechapel | 4 0 2 8 |

GLASGOW AND AYR.

From Glasgow to Ayr, 8 and 10 a.m., and 2, 4, and 6 p.m.

From Ayr to Glasgow, 8 and 10 a.m., and 2, 4, and 6 p.m.

From Glasgow to Johnstone, 12 a.m. From Johnstone to Glasgow, 1 p.m.

Paisley and Renfrew Railway.

Summer.—From Paisley to Renfrew at a quarter past every hour from 6½ a.m. till 8½ p.m.

Winter.—From 8½ a.m. till 6½ p.m.

Summer.—From the Railway Wharf on the Clyde near Renfrew, at a quarter before every hour, from 6½ a.m. till 8½ p.m.

Winter.—From 8½ a.m. till 6½ p.m.

Fares.—First class, 6d. Second class, 4d.

Arbroath and Forfar.

Forfar—7, 11 a.m. and 3½ p.m. Arbroath—8½ a.m. and 12½, 5 p.m.

| Distance to Birmingham. | BIRMINGHAM TO LIVERPOOL AND MANCHESTER. | | | | | | | | FARES. | | | | | | |
|----------------------------|---|-------------------------|-------------------------|-------------------|-------------------------|-------------------------|--------------------------|-----------------|-----------------|------------------|-----------------|-------|------------|----|---------|
| | STATIONS. | London Mail. 2½ a.m. | Second Class. 6 a.m. | Mail. 11½ a.m. | First Class. 2¼ p.m. | London Mail. 2¾ p.m. | Second Class. 3½ p.m. | Mail. 5 p.m. | Third Class. | Second Class. | First Class. | Mail | Carriages. | | Horses. |
| | | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. D. | S. | |
| Mile | BIRMINGHAM | H. M. 2 15 | H. M. 6 0 | H. M. 11 30 | H. M. 2 15 | H. M. 2 45 | H. M. 3 30 | H. M. 5 0 | | | | | | | |
| 3½ | PERRY BAR | | | | | | | | | 1 0 | 1 6 | | | | |
| 6½ | NEWTON ROAD | | | | | | | | | 1 6 | 2 0 | | | | |
| 9½ | WALSALL | 2 35 | 6 34 | 11 50 | | | 4 4 | | | 2 0 | 2 6 | 3 0 | | | |
| 10½ | JAMES'S BRIDGE | | | | | | | | | 2 0 | 2 6 | | | | |
| 12 | WILLENHALL | | | | | | | | | 2 6 | 3 0 | | | | |
| 14½ | WOLVERHAMPTON | 2 44 | 6 51 | 12 5 | 2 44 | 3 14 | 4 21 | 5 29 | 2 0 | 3 0 | 3 6 | 4 0 | 13 0 | 10 | |
| 20 | FOUR ASHES | | | | | | | | | 4 0 | 5 0 | | | | |
| 21½ | SPREAD EAGLE | | | | | | | | | 4 0 | 5 6 | | | | |
| 24 | PENKRIDGE | | | | | | | | | 4 6 | 6 0 | | | | |
| 29½ | STAFFORD | 3 10 | 7 37 | 12 35 | 3 10 | 3 40 | 5 7 | 5 55 | 4 0 | 5 6 | 7 0 | 7 6 | 22 0 | 16 | |
| 35 | NORTON BRIDGE | | | | | | | | | 6 6 | 8 6 | | | | |
| 43½ | WHITMORE | 3 44 | 8 19 | 1 15 | 3 44 | 4 14 | 5 49 | 6 29 | 5 6 | 8 0 | 10 6 | 11 0 | 30 0 | 22 | |
| 46 | MADELEY | | | | | | | | | 8 6 | 11 0 | | | | |
| 51½ | BASFORD | | | | | | | | | 9 6 | 12 0 | | | | |
| 54 | CREWE | 4 9 | 8 51 | 1 40 | 4 9 | 4 39 | 6 21 | 6 54 | 7 0 | 10 0 | 13 0 | 14 0 | 36 0 | 27 | |
| 58½ | MINSHULL VERNON | | | | | | | | | 11 0 | 14 0 | | | | |
| 61½ | WINSFORD | | | | | | | | | 11 6 | 14 6 | | | | |
| 65½ | HARTFORD | 4 38 | 9 27 | 2 10 | 4 38 | 5 8 | 6 57 | 7 23 | 8 0 | 12 6 | 15 6 | 17 0 | 43 0 | 32 | |
| 68½ | ACTON | | | | | | | | | 12 6 | 16 0 | | | | |
| 72½ | PRESTON BROOK | | | | | | | | | 13 6 | 17 0 | | | | |
| 75 | MOORE | | | | | | | | | 14 0 | 18 0 | | | | |
| 78 | WARRINGTON | 5 9 | 10 4 | 2 40 | 5 9 | 5 39 | 7 31 | 7 54 | 9 6 | 14 6 | 18 6 | 20 0 | 50 0 | 37 | |
| | WINWICK QUAY | | | | | | | | | 15 0 | 19 0 | | | | |
| | NEWTON JUNCTION | | | | | | | | | 15 6 | 19 6 | | | | |
| 82½ | MANCHESTER AND | 6 15 | 11 15 | 3 45 | 6 15 | 6 45 | 8 45 | 9 0 | 11 6 | 18 0 | 23 0 | 25 0 | 60 0 | 40 | |
| 97½ | LIVERPOOL | | | | | | | | | | | | | | |
| | CHESTER | | | | | | | | | 14 0 | 18 0 | | 48 0 | 35 | |

Sunday Trains.—Mixed throughout, calling at the first class stations, leave Birmingham at 2 15, 7 30, 11 30, and 2 45. Gentlemen riding in their own carriages charged second class fares. Servants and grooms riding with the horses, 14s.

FARE, in Third Class Open Carriages at 6 a.m., 11s.

Charge for the Conveyance of Dogs.—For any distance under 25 miles, one shilling; for 25 miles and under 50, one shilling and sixpence; for 50 miles and under 75, two shillings; for 75 miles and under 90, two shillings and sixpence; and for any longer distance, three shillings.

| Distance from Liverpool & Manchester Miles | LIVERPOOL AND MANCHESTER TO BIRMINGHAM. STATIONS. | London Mail. 3½ a.m. | Mixed Class. 6 a.m. | Mail. 8¼ a.m. | Mail. 9 a.m. | First Class. 12¼ p.m. | Second Class. 4 p.m. | London Mail. 7 p.m. | FARES. | | | | | |
|--|--|-------------------------|------------------------|------------------|-----------------|--------------------------|-------------------------|------------------------|---------------------------|---------------|--------------|-------|------------|---------|
| | | H. M. | H. M. | H. M. | H. M. | H. M. | H. M. | H. M. | Third Class. at 6 a.m. | Second Class. | First Class. | Mail. | Carriages. | Horses. |
| | MANCHESTER AND } LIVERPOOL..... | 3 30 | 6 0 | 8 15 | 10 0 | 12 15 | 4 0 | 7 0 | | | | | | |
| 14¾ | NEWTON JUNCTION | .. | .. | .. | .. | .. | .. | .. | | 3 6 | 4 0 | | | |
| | WINNICK QUAY.... | .. | .. | .. | .. | .. | .. | .. | | 3 6 | 4 0 | | | |
| 19½ | WARRINGTON..... | 4 17 | 6 55 | 9 2 | 11 0 | 1 2 | 4 55 | 7 47 | 2 6 | 4 0 | 4 6 | 5 0 | 16 | 12 |
| 22½ | MOORE..... | .. | .. | .. | .. | .. | .. | .. | | 4 6 | 5 6 | | | |
| 25 | PRESTON BROOK.. | .. | .. | .. | .. | .. | .. | .. | | 5 0 | 6 0 | | | |
| 29¼ | ACTON..... | .. | .. | .. | .. | .. | .. | .. | | 5 6 | 7 0 | | | |
| 31½ | HARTFORD..... | 4 53 | 7 40 | 9 38 | 11 3 | 1 38 | 5 40 | 8 23 | 4 0 | 6 0 | 7 6 | 8 0 | 24 | 18 |
| 36½ | WINSFORD..... | .. | .. | .. | .. | .. | .. | .. | | 7 0 | 8 6 | | | |
| 38½ | MINSHULL VERNON | .. | .. | .. | .. | .. | .. | .. | | 7 6 | 9 0 | | | |
| 43½ | CREWE..... | 5 24 | 8 23 | 10 9 | 12 0 | 2 9 | 6 23 | 8 54 | 5 6 | 8 0 | 10 6 | 11 0 | 30 | 22 |
| 46 | BASFORD..... | .. | .. | .. | .. | .. | .. | .. | | 8 6 | 11 0 | | | |
| 51½ | MADELEY..... | .. | .. | .. | .. | .. | .. | .. | | 9 6 | 12 0 | | | |
| 54½ | WHITMORE..... | 6 5 | 9 5 | 10 50 | 1 5 | 2 50 | 7 5 | 9 35 | 7 0 | 10 0 | 13 0 | 14 0 | 36 | 27 |
| 62½ | NORTON BRIDGE.. | .. | .. | .. | .. | .. | .. | .. | | 11 6 | 15 0 | | | |
| 68½ | STAFFORD..... | 6 37 | 9 45 | 11 22 | 1 7 | 3 22 | 7 45 | 10 7 | 8 6 | 12 6 | 16 0 | 17 6 | 44 | 33 |
| 73½ | PENKRIDGE..... | .. | .. | .. | .. | .. | .. | .. | | 13 6 | 17 6 | | | |
| 76 | SPREAD EAGLE.. | .. | .. | .. | .. | .. | .. | .. | | 14 0 | 18 0 | | | |
| 77½ | FOUR ASHES..... | .. | .. | .. | .. | .. | .. | .. | | 14 6 | 18 6 | | | |
| 83 | WOLVERHAMPTON.. | 7 18 | 10 36 | 12 3 | 2 2 | 4 3 | 8 36 | 10 48 | 10 0 | 15 6 | 19 6 | 21 6 | 53 | 38 |
| 85½ | WILLENHALL..... | .. | .. | .. | .. | .. | .. | .. | | 16 0 | 20 0 | | | |
| 87½ | JAMES'S BRIDGE... | .. | .. | .. | .. | .. | .. | .. | | 16 0 | 20 6 | | | |
| 88 | WALSALL..... | .. | 10 59 | .. | 2 0 | .. | 8 59 | 10 55 | | 16 6 | 21 0 | 22 6 | | |
| 90¾ | NEWTON ROAD.... | .. | .. | .. | .. | .. | .. | .. | | 17 0 | 21 6 | | | |
| 94 | PERRY BAR..... | .. | .. | .. | .. | .. | .. | .. | | 17 6 | 22 0 | | | |
| 97½ | BIRMINGHAM..... | 8 0 | 11 30 | 12 45 | 3 5 | 4 45 | 9 30 | 11 30 | 11 0 | 18 0 | 23 0 | 25 0 | 60 | 40 |
| 64½ | CHESTER..... | .. | .. | .. | .. | .. | .. | .. | | 12 0 | 15 0 | | 43 | 31 |

Sunday Trains.—Mixed throughout, calling at the first class stations, leave Liverpool and Manchester at 3 30, 8 15, 10 30, and 7.

Trains from Manchester at 30 minutes past 3 a.m., at half-past 10 p.m., and 7 p.m., being mail trains, and obliged to stop at Parkside, will not stop to take up passengers at Newton Bridge.—All the company's servants are strictly enjoined on pain of dismissal, to observe the utmost civility and attention towards all Passengers.

MAP OF THE RAILWAYS IN LANCASHIRE &c

13





BIRMINGHAM & DERBY JUNCTION RAILWAY.

| DERBY TO BIRMINGHAM AND LONDON. | STATIONS. | Mixed, 8 a.m. | 1st and 2d class carriages only, 10 40 a.m. | mixed 11 45 p.m. | mixed 2 15 a.m. | 1st & 2nd class 4 40 p.m. | 1st & 2d class mail, 8 25 p.m. | Sunday Trains. | | | |
|--|-----------|---------------|---|---------------------|--------------------|------------------------------|--------------------------------------|------------------|-----------------------------------|-------------------------------------|---------------------------------------|
| | | | | | | | | Mixed, 8 a.m. | 1st & 2d Class, 12 10 noon. | 1st 2nd & 3rd Class, 5 2 p.m. | 1st & 2d Class, mail, 8 25 p.m. |
| DERBY | 8 0 | 10 40 | 11 45 | 2 15 | 4 40 | 8 25 | 8 0 | 12 10 | 5 30 | 8 25 | |
| Willington .. | 8 12 | .. | .. | 2 27 | 4 52 | 8 37 | 8 12 | .. | 5 42 | .. | |
| BURTON | 8 23 | 11 2 | 12 5 | 2 38 | 5 2 | 8 48 | 8 23 | 12 32 | 5 53 | 8 48 | |
| Barton & Walton | 8 41 | .. | 12 23 | 2 56 | .. | 9 6 | 8 41 | .. | 6 11 | .. | |
| Oakley & Alrewas | 8 47 | .. | 12 30 | 3 2 | .. | 9 12 | 8 47 | .. | 6 17 | .. | |
| TAMWORTH .. | 9 5 | 11 33 | 12 48 | 3 20 | 5 33 | 9 30 | 9 5 | 1 3 | 6 35 | 9 30 | |
| Kingsbury .. | 9 20 | .. | .. | 3 35 | 5 48 | 9 45 | 9 20 | .. | 6 50 | .. | |
| Coleshill | 9 31 | .. | 1 13 | 3 46 | .. | 9 56 | 9 31 | .. | 7 1 | .. | |
| HAMPTON, Arrival at | 9 55 | 12 15 | 1 30 | 4 10 | 6 15 | 10 10 | 9 55 | 1 45 | 7 25 | 10 10 | |
| BIRMINGHAM | 10 15 | 12 45 | 2 0 | 4 30 | 6 45 | 10 45 | 10 15 | 2 15 | 7 45 | 10 45 | |
| LONDON | 3 30 | 6 0 | 6 45 | 9 30 | 11 30 | .. | .. | 7 30 | .. | .. | |

| LONDON AND BIRMINGHAM TO DERBY | STATIONS. | 1st class with 2d class carriages only, 3 15 a.m. | Mixed, 6 45 a.m. | 1st and 2d class carriages only, 6 a.m. | 1st and 2d class carriages only, 9 a.m. | 1st class with 2d class carriages, 2 p.m. | Mixed, 1 p.m. | Mail, Birmingham 1st & 2d, 3 3 a.m. | Mixed Class, 6 45 a.m. | Birmingham 1st & 2d class 8 a.m. | Mixed 6 1 p.m. |
|---|-----------|---|---------------------|---|---|---|------------------|---|---------------------------|--|----------------|
| | | | | | | | | | | | |
| LONDON | .. | .. | 6 0 | 9 0 | .. | 1 0 | .. | .. | 8 0 | .. | |
| BIRMINGHAM | 3 15 | 6 45 | 10 30 | 1 0 | 3 30 | 5 30 | 3 15 | 6 45 | 12 30 | 5 30 | |
| HAMPTON .. | 3 40 | 7 5 | 10 50 | 1 20 | 5 30 | 5 50 | 3 40 | 7 5 | 12 50 | 5 50 | |
| Coleshill .. | .. | 7 20 | .. | 1 30 | .. | 6 5 | .. | 7 20 | .. | 6 5 | |
| Kingsbury .. | .. | 7 30 | .. | .. | .. | 6 15 | .. | 7 30 | .. | 6 15 | |
| TAMWORTH .. | 4 20 | 7 45 | 11 25 | 1 58 | 4 25 | 6 30 | 4 20 | 7 45 | 1 25 | 6 30 | |
| Oakley & Alrewas | .. | 8 1 | .. | 2 13 | 4 40 | 6 40 | .. | 8 1 | .. | 6 46 | |
| Barton & Walton | .. | 8 7 | .. | 2 20 | .. | 6 52 | .. | 8 7 | .. | 6 52 | |
| Burton | 4 55 | 8 21 | 11 55 | 2 23 | 5 0 | 7 6 | 4 55 | 8 21 | 1 55 | 7 6 | |
| Willington .. | .. | 8 33 | .. | .. | .. | 7 18 | .. | 8 33 | .. | 7 18 | |
| DERBY, Arrival at | 5 30 | 9 0 | 12 30 | 3 15 | 5 30 | 7 45 | 5 30 | 9 0 | 2 30 | 7 45 | |

Fares--Derby to London, Day Trains, 1st class £1 15s., 2nd class £1 4s.

Night Trains, 1st class £1 17s. 6d., 2nd class £1 8s. 6d.

Derby to Birmingham—1st class 10s., 2nd class 7s., 3rd class 5s.

Horses, and private Carriages may be booked to or from Burton, Tamworth, and Hampton.

LONDON & CROYDON RAILWAY.

From both places—8 5, 9 5, 10 5, 11 5, and 12 5, in the morning. 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20, and 9 20 in the afternoon.

SUNDAY TRAINS—9 5, and 10 5, in the morning; and every half hour, from twenty minutes past 2 to twenty minutes past 9 in the afternoon.

FARES—London to New Cross, 1s—6d, Dartmouth Arms 1s 6d—1s, Sydenham 1s 6d—1s, Anerley 1s 6d—1s, Jolly Sailor, near Beulah Spa, and that part of Norwood 1s 6d—1s, Croydon 1s 9d—1s 3d

All the trains will stop at the intermediate stations, viz.: Newcross, Dartmouth Arms, Sydenham, Anerley, near Westow Hill, Norwood, and Jolly Sailor, near Bewlah Spa, and that part of Norwood.

BIRMINGHAM AND GLOUCESTER.

| BIRMINGHAM TO CHELTENHAM. | 1 | 2 | 3 | 4 | 5 | FARES. | | |
|------------------------------------|---|---|---|---|---|--------------|--------------|--------------|
| | Mixed, with 3rd cls. carr. calling at all the stations | Mixed, call- ing only at first class stations* | *+Mixed, calling at all the stations | *+Mixed, calling only at the 1st cls. stations | *+Mixed, with 3d cls. carr. calling at all stations. | 1st Class | 2nd Class | 3rd Class |
| | h. m. | h. m. | h. m. | h. m. | h. m. | s. d. | s. d. | s. d. |
| By Coach from Bir- mingham..... | 6 30 | 9 0 | 12 30 | 3 0 | 6 0 | | | |
| Cofton..... | 7 35 | 10 5 | 1 35 | 4 5 | 7 5 | 2 6 | 2 0 | 1 5 |
| From Bromsgrove | 7 53 | 10 23 | 1 53 | 4 23 | 7 23 | 3 6 | 2 6 | 1 6 |
| Droitwich | 8 10 | 10 37 | 2 10 | 4 37 | 7 40 | 5 0 | 3 6 | 2 0 |
| Spetchley | 8 25 | 10 52 | 2 25 | 4 52 | 7 55 | 6 6 | 4 6 | 2 6 |
| Arrival at Worcester.. | 8 55 | 11 22 | 2 55 | 5 22 | 8 25 | 6 6 | 4 6 | 2 6 |
| Defford | 8 46 | 11 13 | 2 46 | 5 13 | 8 39 | 8 6 | 5 6 | 3 6 |
| Ashchurch | 9 9 | 11 31 | 3 9 | 5 31 | 8 39 | 10 0 | 7 0 | 4 6 |
| Arrival at Cheltenham.. | 9 30 | 11 50 | 3 30 | 5 50 | 9 0 | 11 6 | 8 0 | 5 0 |

No. 1, in connexion with Coaches from Cheltenham to Gloucester, Exeter, Bristol, Swansea, Newport, &c. 2 and 3, to Bath, Bristol, and Gloucester. 4, to Bristol and Gloucester. 5, to Gloucester.

* Trains from the Grand Junction Railway. + Trains from the London and Birmingham.

|| Trains from the Derby and Sheffield.

| CHELTENHAM TO BIRMINGHAM. | 1 | 2 | 3 | 4 | 5 | 1st Class | 2nd Class | 3rd Class |
|---------------------------------------|--|--|--|--|--|--------------|--------------|--------------|
| | Mixed, with 3d cls. carr. calling at all the stations | Mixed, call- ing only at first class stations | Mixed, call- ing only at the first class stations | Mixed, with 3d cls. carr. calling at all the stations | Mixed, call- ing only at the first class stations | Class | Class | Class |
| | h. m. | h. m. | h. m. | h. m. | h. m. | s. d. | s. d. | s. d. |
| From Cheltenham | 8 0 | 11 0 | 1 30 | 5 0 | 8 0 | | | |
| Ashchurch | 8 14 | 11 14 | 1 44 | 5 14 | 8 14 | 2 0 | 1 6 | 1 0 |
| Defford | 8 38 | 11 33 | 2 8 | 5 38 | 8 33 | 3 6 | 2 6 | 1 6 |
| Spetchley | 9 0 | 11 54 | 2 30 | 6 0 | 8 54 | 5 0 | 3 6 | 2 0 |
| Arrival at Worcester .. | 9 30 | 12 25 | 3 0 | 6 30 | 9 25 | 5 0 | 3 6 | 2 6 |
| Droitwich | 9 18 | 12 13 | 2 47 | 6 18 | 9 13 | 6 6 | 4 6 | 2 6 |
| Bromsgrove..... | 9 36 | 12 29 | 3 6 | 6 36 | 9 29 | 8 0 | 5 6 | 3 6 |
| Cofton..... | 9 57 | 12 50 | 3 27 | 6 57 | 9 50 | 9 6 | 6 6 | 4 0 |
| Do. at Birmingham by Coaches | 11 0 | 1 55 | 4 30 | 8 | 10 55 | 11 6 | 8 0 | 5 0 |

No. 1, in time for trains to Liverpool and Manchester 11 30, London 12, Derby and Sheffield 1 0. No. 2, Liverpool and Manchester 2 15 and 2 45, which meets North Union train to Preston and Parkside. No. 3, Liverpool and Manchester 5, London 5, Derby and Sheffield 5 45. No. 5, Liverpool & Manchester, and London Mail.

| Charges from Cofton to Bromsgrove | | Spetchley | Defford | Ashchurch | Cheltenham |
|-----------------------------------|---------|-----------|---------|-----------|------------|
| Carriages | | | | | |
| 4-Wheel.... | 8s. 0d. | 12s. | 18s. | 21s. | 28s. |
| 2-Wheel.... | 5 6 | 8 | 12 6 | 15 | 18 |
| One..... | 8 0 | 10 | 15 | 18 | 20 |
| Horses | | | | | |
| Two..... | 12 0 | 16 | 21 | 25 | 30 |
| Three..... | 20 0 | 24 | 30 | 35 | 42 |

The respective coaches that work from the trains at Cheltenham, return from the West to the up raiuin the afternoon.

Conveyances between Birmingham and Cofton, and between Spetchley and Worcester, are provided by the Company, the charge for which is included in the railway Fare.

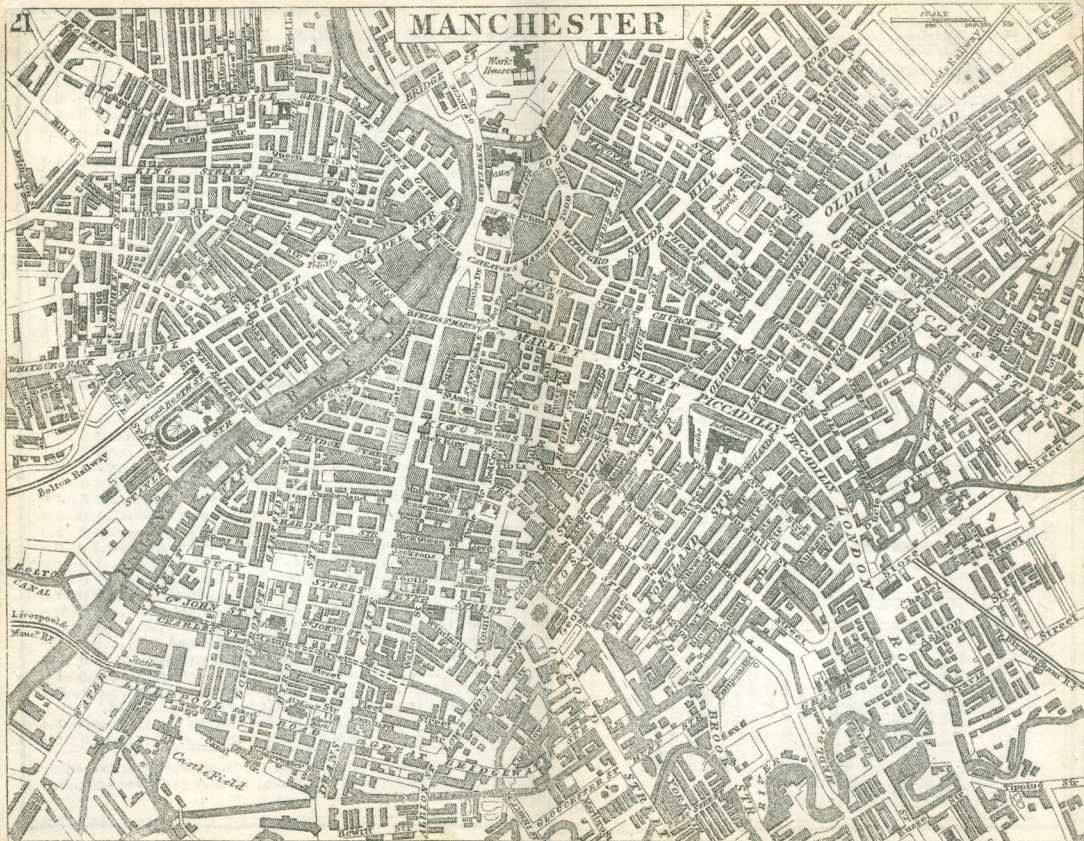
PLAN OF LIVERPOOL.

HACKNEY COACH FARES, from LIME-STREET STATION, LIVERPOOL.

| Coach. Car. | Coach. Car. | Coach. Car. | Coach. Car. |
|--|--|---|--|
| Abercromby-square.....1s6d 1 0 | Childwall.....6s0d 4 0 | Kensington, to Mr Carvers 1s6d 1 0 | Seacombe-slip.....1s6d 1 0 |
| Adelphi-hotel.....1 0 0 | Clarence dock (centre) 2 6 1 8 | King's Arms Hotel.....1 6 1 0 | Seel-street.....1 0 0 8 |
| Aigburth Church.....5 6 3 | Clayton-square.....1 0 0 8 | Kirkdale (Stretch's).....2 6 1 8 | Shaw-street, Islington..1 6 1 0 |
| Anfield-lodge.....3 0 2 | County House of Correc. 3 0 2 0 | Lark-hill (West Derby) 4 6 3 0 | Everton-brow..1 6 1 0 |
| house.....3 6 2 4 | Custom-house.....1 6 1 0 | Low-hill.....1 6 1 0 | Smithdown-lane, end of |
| Angel-hotel.....1 0 0 8 | Duke-st, end Hanover-st. 1 0 0 8 | Marybone, end Gt. Cross-hall-street.....1 0 0 8 | Lodge-lane.....2 6 1 8 |
| Ashfield.....5 6 3 8 | end Berry-street 1 6 1 0 | Moss-st, Islington-sq.....1 0 0 8 | Soho-st, end Wm. Henry-st 1 0 0 8 |
| Beacons-gutter.....2 6 1 8 | Duke's-place.....1 6 1 0 | London-road.....1 6 1 0 | South Shore (tall house) 3 0 2 0 |
| Bedford-st, north of Abercromby-square.....1 6 1 0 | Edge-hill Coffee-house..2 0 1 4 | Mount-pleasant, end of Hope-street.....1 6 1 0 | Spekelands.....2 6 1 8 |
| south of ditto 2 0 1 4 | Edge-lane hall.....2 6 1 8 | Necropolis, Low hill..1 6 1 0 | Stanhope-street.....2 0 1 4 |
| Berry-st, end Knight-st. 1 0 0 8 | Everton village, west end 1 6 1 0 | Netherfield-road North, Mr. Earle's house.....2 0 1 4 | St. Ann's Church.....1 0 0 8 |
| Bevington-bush, top end 1 6 1 0 | Brow, end of Netherfield-road south..1 6 1 0 | Netherfield-house.....2 6 1 8 | St. Anthony's Chapel..2 0 1 4 |
| Bold-street.....1 0 0 8 | Crescent.....1 6 1 0 | Old Oak-hill, Old Swan..4 6 3 0 | St. James' Market.....1 6 1 0 |
| Bootle-lower rd south end 3 0 2 0 | Netherfield-rd, south 2 0 1 4 | Old Swan.....4 0 2 8 | St. James' walk, Upper Parliament-street.....2 0 1 4 |
| First Toll-bar..3 6 2 4 | Ditto north end 2 6 1 8 | Oxford-st, Crown-st.....2 0 1 4 | St. Martin's Market.....1 6 1 0 |
| Miller's-bridge. 4 6 3 0 | Bronte-house.....3 0 2 0 | Paddington, half way up 1 6 1 0 | St. Michael's Ch. Pitt-st. 1 6 1 0 |
| Bootle Church & Village 5 0 3 4 | St. Ann's-hill.....3 6 2 4 | Park-lane, end Kent-st. 1 6 1 0 | St. Patrick's Chapel, St. James'.....2 0 1 4 |
| Borough Gaol.....2 0 1 4 | Fairfield, London-road..2 6 1 8 | Parliament-st, Queens dk 2 6 1 8 | Town-hall.....1 6 1 0 |
| Botanic-garden (New) 2 6 1 8 | Falkner-st, end Bedford-st 1 6 1 0 | Pembroke-place, end of Ashtown-street.....1 0 0 8 | The Dingle.....3 6 2 4 |
| Boundary-street, Kirkdale-road, end of.....2 6 1 8 | Falkner-terrace, Upper Parliament-street.....2 0 1 4 | Pythian-st, Low-hill (cen) 6 1 0 | Herculanum pottery 3 6 2 4 |
| Breck-lane, end Whitefield-lane.....2 6 1 8 | Fox-st, end G. Homer-st. 1 6 1 0 | Plumbe's-hall.....2 6 1 8 | St Michael's church 4 0 2 8 |
| Breck-house.....3 6 2 4 | George's-pier.....1 6 1 0 | Queen's dock, Norfolk-st. 2 0 1 4 | Fulwood lodge.....4 6 3 0 |
| Brook-ho, Smithdown-la. 3 6 2 4 | Gilead-house, Kensington 2 0 1 4 | Queen-square.....1 0 0 8 | Otterspool.....5 0 3 4 |
| Brougham-terrace.....1 6 1 0 | Holchester-pl, (centre of) 1 6 1 0 | Railway Sta, Wapping..2 0 1 4 | Tne-brook.....3 6 2 4 |
| Brownlo-st, end Dover-st 1 0 0 8 | Hinfield-street, Smithdown-lane.....2 0 1 4 | Richmond-hill, Breck-la. 3 0 2 0 | Vauxhall rd, end Leeds-st 1 0 0 8 |
| end Brownlow-hill 1 6 1 0 | Gt George-st, St James-st 1 6 1 0 | Rodney-st, Leece-st.....1 0 0 8 | Burlington-st.....1 6 1 0 |
| Brunswick-dock (centre) 2 6 1 8 | Ht Homer-st, end Fox-st. 1 6 1 0 | Rodney-st, Duke-street 1 6 1 0 | Leigh bridge..2 0 1 4 |
| Cabage-hall.....3 0 2 0 | Great Mersey-st, Kirkdale 2 6 1 8 | Roscommon-st, bott. end 1 6 1 0 | Warwick-street, Park-rd. 2 0 1 4 |
| Calderstone's, Allerton..6 0 4 0 | Gt Oxford-st N. south. 2 0 1 4 | Sandhill's-bridge.....3 0 2 0 | Waterloo hotel.....1 0 0 8 |
| Canal packet Station, Leeds-street.....1 6 1 0 | Hanover-street, Duke-st. 1 0 0 8 | Saracen's head Inn.....1 0 0 8 | Wavertree.....4 0 2 8 |
| Canning-st, N Cemetery 1 6 1 0 | Heathfield-house.....5 0 3 4 | Scotland-place.....1 0 0 8 | Wellington-road.....2 6 1 8 |
| Percy-street..1 6 1 0 | Hope-st, to Canning-st. 1 6 1 0 | Scotland-rd, Mile end..1 6 1 0 | West Derby Chapel..5 0 3 4 |
| Grove-street..2 0 1 4 | to Up. Parliament-st. 2 0 1 4 | Seotland-rd, Mile end..1 6 1 0 | West Derby-street.....1 6 1 0 |
| Cattle Market (New) 3 6 2 4 | Huskisson-st, Chatham-street.....2 0 1 4 | Seotland-rd, Mile end..1 6 1 0 | Williamson's-square..1 0 0 8 |
| Cemetery (New).....1 6 1 0 | Islington-sq, end Shaw-st 1 0 0 8 | | Windsor-st. Up. Hill-st. |
| Chatham-street.....2 0 1 4 | | | Harrington.....2 0 1 4 |
| Chester-st, Upper Warwick-street.....2 0 1 4 | | | Zoological Gardens.....2 0 1 4 |

FARES.—The fare of every Carriage, being a *Coach*, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—*Car* fares one-third less.

MANCHESTER



MANCHESTER HACKNEY COACH & CAB FARES.

Manchester & Liverpool Railway Station, Liverpool Road.

| | 2 H. s. d. | 1 H. s. d. | Cab s. d. |
|----------------------------|---------------|---------------|--------------|
| Albion Club H. King-st. | 1 6 0 | 0 0 9 | |
| Albion Hotel, Piccadilly | 2 0 4 | 1 4 0 | |
| Angel inn, Market-st. | 2 0 4 | 1 4 0 | |
| Banks, to all in the town | 1 6 0 | 0 0 9 | |
| Barracks, Cavalry, Hulm | 1 6 0 | 0 0 9 | |
| Do. Infantry, Regent-rd. | 1 6 0 | 0 0 9 | |
| Blackfriar's inn | 1 6 0 | 0 0 9 | |
| Birmingham Railway S. | 2 0 4 | 1 4 0 | |
| Bolton Railway Station | 1 0 1 | 0 0 9 | |
| Botanical Gardens | 3 0 2 | 0 1 7 | |
| Bush inn, Deansgate | 1 0 1 | 0 0 9 | |
| Cemetery, Ardwick | 3 6 2 | 4 1 9 | |
| " Harpurhey | 4 0 3 | 0 2 3 | |
| " Rusholme road | 2 0 1 | 8 1 3 | |
| " Cheetham hill | 5 0 3 | 4 2 6 | |
| Cheetham College | 1 6 0 | 0 0 9 | |
| Clarence inn, Spring G. | 1 6 0 | 0 0 9 | |
| Collegiate Church, Vic T. | 1 6 0 | 0 0 9 | |
| Commercial inn, Mrkt-st. | 1 6 0 | 0 0 9 | |
| Com. Rooms, St. Jas.-sq. | 1 6 0 | 0 0 9 | |
| Concert Hall, St. Pter-sq. | 1 6 0 | 0 0 9 | |
| Corn Exchange | 1 6 0 | 0 0 9 | |
| Court of Requests, Star y. | 1 0 1 | 0 0 9 | |
| Crown inn, Booth-st. | 1 6 0 | 0 0 9 | |
| Exchange, Market place | 1 6 0 | 0 0 9 | |
| Excise Office, Peter-st. | 1 6 0 | 0 0 9 | |
| Geological Society | 1 6 0 | 0 0 9 | |
| Hunt's Bank Coach Stand | 1 6 0 | 0 0 9 | |
| King's Arms, Deansgate | 1 0 1 | 0 0 9 | |
| Hayward's hotel, Bdg. st. | 1 0 1 | 0 0 9 | |
| Leeds Railway Station | 3 0 2 | 0 1 6 | |
| Mechanics' Institution | 1 6 0 | 0 0 9 | |
| Mosley Arms, Piccadilly | 2 0 4 | 1 4 0 | |
| Mendel's hotel, Bdg.-st. | 1 0 1 | 0 0 9 | |
| Museum, Peter-st. | 1 0 1 | 0 0 9 | |
| New Bailey, Stanley-st. | 1 0 1 | 0 0 9 | |
| Piccadilly Coach Stand | 2 0 4 | 1 4 0 | |
| Portico, Mosley-st. | 1 6 0 | 0 0 9 | |
| Post office, Brown-st. | 1 6 0 | 0 0 9 | |
| Queen's Theatre | 1 6 0 | 0 0 9 | |
| Royal hotel, Mosley-st. | 2 0 4 | 1 4 0 | |
| Rainbow Tavern, Mkt.-st. | 1 6 0 | 0 0 9 | |
| Royal Institution | 1 6 0 | 0 0 9 | |
| Royal Infirmary | 2 0 4 | 1 4 0 | |
| School for Deaf & Dumb | 2 0 4 | 1 4 0 | |
| Stamp office, N. Mrkt. B. | 1 6 0 | 0 0 9 | |
| Swan inn, Market-st. | 1 6 0 | 0 0 9 | |
| Star inn, Deansgate | 1 0 1 | 0 0 9 | |
| St. Ann's-sq. Coach Stand | 1 6 0 | 0 0 9 | |
| St. Peter's Coach Stand | 1 6 0 | 0 0 9 | |
| Talbot inn, Market-st. | 2 0 4 | 1 4 0 | |
| Thatched House Tavern | 1 6 0 | 0 0 9 | |
| Theatre Royal | 1 6 0 | 0 0 9 | |
| Town-hall, King-st. | 1 6 0 | 0 0 9 | |
| " Chorlton-on-M. | 2 0 4 | 1 4 0 | |
| " Salford | 1 6 0 | 0 0 9 | |
| Union Club House | 1 6 0 | 0 0 9 | |
| White Bear, Piccadilly | 2 0 4 | 1 4 0 | |
| Zoological Gardens | 4 6 3 | 0 2 3 | |

Leeds Railway Station, Lees-st. Oldham Road.

| | 2 H. s. d. | 1 H. s. d. | Cab s. d. |
|----------------------------|---------------|---------------|--------------|
| Albion Club H. King-st. | 1 6 0 | 0 0 9 | |
| Albion Hotel, Piccadilly | 1 0 1 | 0 0 9 | |
| Angel inn, Market-st. | 1 0 1 | 0 0 9 | |
| Banks, to all in the town | 1 6 0 | 0 0 9 | |
| Barracks, Cavalry, Hulm | 3 6 2 | 4 1 9 | |
| Do. Infantry, Regent-rd. | 4 0 2 | 8 2 0 | |
| Blackfriar's inn | 2 0 4 | 1 4 0 | |
| Birmingham Railway S. | 2 0 4 | 1 4 0 | |
| Bolton Railway Station | 2 0 4 | 1 4 0 | |
| Botanical Gardens | 5 0 3 | 4 2 6 | |
| Bush inn, Deansgate | 2 0 4 | 1 4 0 | |
| Cemetery, Hyde Road | 3 0 2 | 0 1 6 | |
| " Harpurhey | 2 6 1 | 8 1 3 | |
| " Rusholme road | 2 6 1 | 8 1 3 | |
| " Cheetham hill | 5 6 3 | 8 2 9 | |
| Cheetham College | 1 6 0 | 0 0 9 | |
| Clarence inn, Spring G. | 1 6 0 | 0 0 9 | |
| Collegiate Church, Vic T. | 1 6 0 | 0 0 9 | |
| Commercial inn, Mrkt-st. | 1 6 0 | 0 0 9 | |
| Com. Rooms, St. Jas.-sq. | 1 6 0 | 0 0 9 | |
| Concert Hall, St. Pter-sq. | 2 0 4 | 1 4 0 | |
| Corn Exchange | 1 6 0 | 0 0 9 | |
| Court of Requests, Stary. | 2 0 4 | 1 4 0 | |
| Crown inn, Booth-st. | 1 6 0 | 0 0 9 | |
| Exchange, Market place | 1 6 0 | 0 0 9 | |
| Excise Office, Peter-st. | 1 6 0 | 0 0 9 | |
| Geological Society | 1 6 0 | 0 0 9 | |
| Hunt's Bank coach stand | 1 6 0 | 0 0 9 | |
| King's Arms, Deansgate | 2 0 4 | 1 4 0 | |
| Haywards hotel, Bdg.-st. | 2 0 4 | 1 4 0 | |
| Lpool. & Manch. railways | 3 0 2 | 0 1 6 | |
| Mechanics' Institution | 1 6 0 | 0 0 9 | |
| Mosley Arms, Piccadilly | 1 0 1 | 0 0 9 | |
| Mendel's hotel, Bdg.-st. | 2 0 4 | 1 4 0 | |
| Museum, Peter-st. | 2 0 4 | 1 4 0 | |
| New Bailey, Stanley-st. | 2 0 4 | 1 4 0 | |
| Piccadilly coach stand | 1 0 1 | 0 0 9 | |
| Portico, Mosley-st. | 1 6 0 | 0 0 9 | |
| Post office, Brown-st. | 1 6 0 | 0 0 9 | |
| Queen's Theatre | 1 6 0 | 0 0 9 | |
| Royal hotel, Mosley-st. | 1 0 1 | 0 0 9 | |
| Royal Institution, do. | 1 6 0 | 0 0 9 | |
| Royal Infirmary | 1 0 1 | 0 0 9 | |
| Rainbow Tavern, Mrkt. st. | 1 6 0 | 0 0 9 | |
| School for Deaf & Dumb | 4 6 3 | 0 2 3 | |
| Stamp office, N. Mrkt. B. | 1 6 0 | 0 0 9 | |
| Swan inn, Market-st. | 1 6 0 | 0 0 9 | |
| Star inn, Deansgate | 2 0 4 | 1 4 0 | |
| St Ann's sq. coach stand | 1 6 0 | 0 0 9 | |
| St Peter's sq. | 1 6 0 | 0 0 9 | |
| Talbot inn, Market st. | 1 0 1 | 0 0 9 | |
| Thatched House Tavern | 1 6 0 | 0 0 9 | |
| Theatre Royal | 1 6 0 | 0 0 9 | |
| Town hall, King-st. | 1 6 0 | 0 0 9 | |
| " Chorlton-on-M. | 2 6 1 | 8 1 3 | |
| " Salford | 2 6 1 | 8 1 3 | |
| Union Club House | 1 6 0 | 0 0 9 | |
| White Bear, Piccadilly | 1 0 1 | 0 0 9 | |
| Zoological Gardens | 4 0 2 | 8 2 0 | |

Manchester & Birmingham Railway Station, Fairfield-street

| | 2 H. s. d. | 1 H. s. d. | Cab s. d. |
|--------------------------|---------------|---------------|--------------|
| Albion Club H. King-st. | 1 6 0 | 0 0 9 | |
| Do. Hotel, Piccadilly | 1 0 1 | 0 0 9 | |
| Angel inn, Mrkt. st. | 1 6 0 | 0 0 9 | |
| Banks, to all in town | 1 6 0 | 0 0 9 | |
| Barracks, Cavalry | 3 6 2 | 4 1 9 | |
| Infantry | 3 6 2 | 4 1 9 | |
| Blackfriar's inn | 2 0 4 | 1 4 0 | |
| Bolton Railway S. | 2 6 1 | 8 1 3 | |
| Botanical Gardens | 4 0 2 | 8 2 0 | |
| Bush inn, Deansgate | 2 0 4 | 1 4 0 | |
| Cemetery, Ardwick | 1 6 0 | 0 0 9 | |
| " Harpurhey | 4 0 2 | 8 2 0 | |
| " Rusholme rd. | 1 6 0 | 0 0 9 | |
| " Cheetham hill | 4 0 2 | 8 2 0 | |
| Cheetham College | 2 0 4 | 1 4 0 | |
| Clarence inn | 1 6 0 | 0 0 9 | |
| Collegiate Church | 2 0 4 | 1 4 0 | |
| Commercial inn | 1 6 0 | 0 0 9 | |
| Commissioners' rooms | 2 0 4 | 1 4 0 | |
| Concert Hall | 2 0 4 | 1 4 0 | |
| Corn Exchange | 2 0 4 | 1 4 0 | |
| Court of Requests | 2 0 4 | 1 4 0 | |
| Crown inn, Booth st. | 1 6 0 | 0 0 9 | |
| Exchange, Mrkt. pl. | 1 6 0 | 0 0 9 | |
| Excise office, Pter. st. | 2 0 4 | 1 4 0 | |
| Geological Society | 1 6 0 | 0 0 9 | |
| Hunt's Bank Coach S. | 2 0 4 | 1 4 0 | |
| King's Arms, Deansg | 2 0 4 | 1 4 0 | |
| Hayward's hotel | 2 0 4 | 1 4 0 | |
| Leeds Railway Station | 2 0 4 | 1 4 0 | |
| Lpool. & Man. Rlways | 2 6 1 | 8 1 3 | |
| Mechanics Institution | 1 6 0 | 0 0 9 | |
| Mosley Arms, Pic. | 1 6 0 | 0 0 9 | |
| Mendell's hotel | 2 0 4 | 1 4 0 | |
| Museum, Peter st. | 2 0 4 | 1 4 0 | |
| New Bailey Court H. | 2 6 1 | 8 1 3 | |
| Piccadilly coach stand | 1 0 1 | 0 0 9 | |
| Portico, Mosley st. | 1 6 0 | 0 0 9 | |
| Post office, Brown st. | 1 6 0 | 0 0 9 | |
| Queen's Theatre | 1 6 0 | 0 0 9 | |
| Royal hotel | 1 6 0 | 0 0 9 | |
| Royal Institution | 1 6 0 | 0 0 9 | |
| Royal Infirmary | 1 6 0 | 0 0 9 | |
| Rainbow Tavern | 1 6 0 | 0 0 9 | |
| School for Deaf & D. | 4 0 2 | 8 2 0 | |
| Stamp office | 2 0 4 | 1 4 0 | |
| Swan inn, Market st. | 2 0 4 | 1 4 0 | |
| Star inn, Deansgate | 2 0 4 | 1 4 0 | |
| St Ann's sq. coach S. | 2 0 4 | 1 4 0 | |
| St Peter's do. | 1 6 0 | 0 0 9 | |
| Talbot inn, Market. st. | 1 6 0 | 0 0 9 | |
| Thatched H. Tavern. | 1 6 0 | 0 0 9 | |
| Town-hall, King st. | 1 6 0 | 0 0 9 | |
| " Chorlton-on-M. | 3 0 2 | 0 1 6 | |
| " Salford | 1 6 0 | 0 0 9 | |
| Theatre Royal | 1 6 0 | 0 0 9 | |
| Union Club House | 1 6 0 | 0 0 9 | |
| White Bear, Piccadilly | 1 6 0 | 0 0 9 | |
| Zoological Gardens | 4 6 3 | 0 2 3 | |

MANCHESTER AND LEEDS RAILWAY.

| Distances Mls. | Manchester to Leeds. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 1 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 8 p.m. |
|-------------------|-----------------------------|--------|--------|---------|---------|--------|--------|--------|--------|--------|--------|
| | | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 1 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 8 p.m. |
| | Departs from | | | | | | | | | | |
| | Manchester | 8 0 | 9 0 | 10 0 | 11 0 | 1 0 | 3 0 | 4 0 | 5 0 | 6 0 | 8 0 |
| | Mills Hill | 8 15 | 9 15 | 10 15 | 11 15 | 1 15 | 3 15 | 4 15 | 5 15 | 6 15 | 8 15 |
| | Heywood & Blue Pits..... | 8 25 | 9 25 | 10 25 | 11 25 | 1 25 | 3 25 | 4 25 | 5 25 | 6 25 | 8 25 |
| | Rochdale | 8 35 | 9 35 | 10 35 | 11 35 | 1 35 | 3 35 | 4 35 | 5 35 | 6 35 | 8 35 |
| | Arrival at Littleboro'..... | 8 45 | 9 45 | 10 45 | 11 45 | 1 45 | 3 45 | 4 45 | 5 45 | 6 45 | 8 45 |
| | From Hebden Bridge .. | 7 45 | .. | 11 15 | .. | 1 0 | 3 15 | .. | .. | .. | .. |
| | Sowerby Bridge | 8 0 | .. | 11 30 | .. | 1 15 | 3 30 | .. | .. | .. | .. |
| | Brighouse | 8 18 | .. | 11 47 | .. | 1 33 | 3 48 | .. | .. | .. | .. |
| | Dewsbury | 8 37 | .. | 12 6 | .. | 1 52 | 4 7 | .. | .. | .. | .. |
| | Horbury | 8 45 | .. | 12 15 | .. | 2 2 | 4 15 | .. | .. | .. | .. |
| | Wakefield | 8 57 | .. | 12 27 | .. | 2 15 | 4 27 | .. | .. | .. | .. |
| | Normanton | 9 6 | .. | 12 35 | .. | 2 21 | 4 35 | .. | .. | .. | .. |
| | Arrival at Leeds | 9 35 | .. | 1 5 | .. | 2 51 | 5 6 | .. | .. | .. | .. |

| Distances Mls. | Leeds to Manchester. | 7 45 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 1 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. |
|-------------------|----------------------------|-----------|--------|---------|---------|--------|--------|--------|--------|--------|--------|
| | | 7 45 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 1 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. |
| | Departs from | | | | | | | | | | |
| | Leeds | 7 45 | .. | 10 0 | .. | 1 0 | 3 0 | .. | .. | .. | .. |
| | Normanton | 8 15 | .. | 10 30 | .. | 1 30 | 3 30 | .. | .. | .. | .. |
| | Wakefield | 8 22 | .. | 10 38 | .. | 1 38 | 3 38 | .. | .. | .. | .. |
| | Horbury | 8 34 | .. | 10 49 | .. | 1 49 | 3 49 | .. | .. | .. | .. |
| | Dewsbury | 8 43 | .. | 11 0 | .. | 2 0 | 4 0 | .. | .. | .. | .. |
| | Brighouse | 9 3 | .. | 11 18 | .. | 2 18 | 4 18 | .. | .. | .. | .. |
| | Sowerby Bridge | 9 21 | .. | 11 36 | .. | 2 36 | 4 36 | .. | .. | .. | .. |
| | Arrives. at Hebden Bridge. | 9 36 | .. | 11 50 | .. | 2 50 | 4 50 | .. | .. | .. | .. |
| | From Littleborough.... | 8 0 | 9 0 | 10 0 | 11 0 | 1 0 | 3 0 | 4 0 | 5 0 | 6 0 | 7 0 |
| | Rochdale | 8 10 | 9 10 | 10 10 | 11 10 | 1 10 | 3 10 | 4 10 | 5 10 | 6 10 | 7 10 |
| | Heywood & Blue Pits..... | 8 18 | 9 18 | 10 18 | 11 18 | 1 18 | 3 18 | 4 18 | 5 18 | 6 18 | 7 18 |
| | Mills Hill | 8 25 | 9 25 | 10 25 | 11 25 | 1 25 | 3 25 | 4 25 | 5 25 | 6 25 | 7 25 |
| | Arr. at Manchester..... | 8 45 | 9 45 | 10 45 | 11 45 | 1 45 | 3 45 | 4 45 | 5 45 | 6 45 | 7 45 |

Sunday Trains.—Manchester to Littleborough, 8 and 9 a.m. 5½ and 8 p.m., stopping at all the stations.—Littleborough to Manchester, 8 and 9 a.m., 5½ and 7 p.m., stopping at all stations. No Sunday Trains between Leeds and Hebden Bridge for the present.

| Fares. | | To Mills Hill. | | | To Blue Pits. | | | To Rochdale. | | | To Littleboro'. | | |
|--------|------------------------|----------------|----|----|---------------|----|----|--------------|----|----|-----------------|----|----|
| | | 1s | 6d | 1s | 0d | 0s | 6d | 2s | 6d | 1s | 0d | 4s | 0d |
| | From Manchester | 1s | 6d | 1s | 0d | 0s | 6d | 2s | 6d | 1s | 0d | 4s | 0d |
| | Mills Hill .. | .. | .. | .. | .. | .. | .. | 1 | 6 | 1 | 0 | 0 | 6 |
| | Heywood & Blue Pits .. | .. | .. | .. | .. | .. | .. | 1 | 6 | 1 | 0 | 0 | 6 |
| | Rochdale .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | 1 | 6 |

Children under seven years of age, for first class carriages, charged second class price; and for second class carriages third class price. Infants in arms not charged.

Passengers may be booked through to Manchester by the Leeds trains, and will be conveyed from Hebden Bridge to Littleborough by coaches provided by the Company

Passengers may also be booked through to Leeds, Wakefield, and Dewsbury by the trains which leave the Manchester station, at 9 a.m. and 1 p.m., which trains meet the North Midland, York & N. Midland, & Selby trains at Normanton, as do all the trains from Hebden Bridge.

LEEDS.



MIDLAND COUNTIES RAILWAY.

Fares.—Nottingham to Leicester 6s. and 4s. 6d., Derby to Leicester 6s. and 4s. 6d., Derby to Loughboro' 3s. 6d. and 2s.—*From these places 3rd class carriages will be attached.

| STATIONS. | | DOWN TRAINS. | | | | | | | | | | Sundays. | | | | | | | | | |
|-----------|---------------------|--------------|----|----|----|----|----|----|----|----|----|----------|----|----|----|----|----|----|----|----|----|
| | | Mail | | | | | | | | | | Mail | | | | | | | | | |
| Mls. | Departure from | a. | m. | a. | m. | a. | m. | a. | m. | p. | m. | p. | m. | a. | m. | p. | m. | p. | m. | | |
| | London | .. | 6 | 0 | 9 | 30 | 11 | 0 | 2 | 0 | 5 | 0 | 9 | 0 | .. | 8 | 0 | .. | 9 | 0 | |
| | Birmingham | .. | .. | .. | .. | .. | 1 | 15 | .. | 6 | 0 | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| | Rugby | .. | 9 | 50 | 1 | 5 | 3 | 0 | 6 | 30 | 8 | 50 | 12 | 40 | .. | 12 | 15 | 6 | 30 | 12 | 40 |
| 7 3/4 | Ullesthorpe | .. | 10 | 12 | 1 | 25 | 3 | 25 | 6 | 50 | 9 | 10 | 1 | 4 | .. | 12 | 35 | 6 | 52 | 1 | 4 |
| 11 | Broughton Astley .. | .. | 10 | 20 | .. | .. | .. | .. | 6 | 58 | .. | .. | .. | .. | .. | .. | 7 | 0 | .. | .. | .. |
| 16 1/2 | Wigston | .. | 10 | 33 | .. | .. | .. | .. | 7 | 10 | .. | .. | .. | .. | .. | .. | 7 | 13 | .. | .. | .. |
| 20 | Leicester | 7 | 45 | 10 | 50 | 2 | 0 | 4 | 5 | 7 | 24 | 9 | 45 | 1 | 44 | 7 | 45 | 1 | 10 | 7 | 30 |
| 24 1/2 | Syston | 8 | 0 | 11 | 3 | 2 | 13 | 4 | 20 | 7 | 36 | 9 | 58 | 1 | 59 | 8 | 0 | 1 | 25 | 7 | 43 |
| 27 3/4 | Sileby | 8 | 9 | 11 | 12 | .. | .. | 4 | 30 | 7 | 44 | .. | .. | .. | 8 | 9 | .. | 7 | 52 | .. | .. |
| 30 | Barrow | 8 | 17 | 11 | 20 | .. | .. | 7 | 52 | .. | .. | .. | .. | 8 | 17 | .. | 8 | 0 | .. | .. | .. |
| 32 1/2 | Loughborough .. | 8 | 25 | 11 | 30 | 2 | 33 | 4 | 45 | 8 | 0 | 10 | 18 | 2 | 23 | 8 | 25 | 1 | 45 | 8 | 8 |
| 37 1/4 | Kegworth | 8 | 37 | 11 | 42 | .. | .. | 4 | 57 | 8 | 12 | .. | .. | 8 | 37 | 2 | 0 | 8 | 20 | .. | .. |
| 41 1/2 | Long-Eaton | 9 | 0 | 12 | 0 | .. | .. | 5 | 15 | 8 | 32 | .. | .. | 9 | 0 | .. | 8 | 36 | .. | .. | .. |
| 44 1/2 | Beeston | 9 | 8 | 12 | 8 | .. | .. | 8 | 39 | .. | .. | .. | .. | 9 | 8 | .. | 8 | 45 | .. | .. | .. |
| 47 1/2 | Nottingham.arr.at | 9 | 15 | 12 | 15 | 3 | 15 | 5 | 30 | 8 | 45 | 11 | 0 | 3 | 9 | 9 | 15 | 2 | 30 | 9 | 0 |
| 42 1/4 | Sawley, arrival at | 8 | 55 | 11 | 57 | .. | .. | 5 | 15 | 8 | 25 | .. | .. | 8 | 55 | .. | 8 | 40 | .. | .. | .. |
| 46 1/2 | Borrowash „ „ | 9 | 5 | 12 | 6 | .. | .. | 8 | 35 | .. | .. | .. | .. | 9 | 5 | .. | 8 | 50 | .. | .. | .. |
| 49 1/4 | Derby „ „ | 9 | 15 | 12 | 15 | 3 | 15 | 5 | 30 | 8 | 45 | 11 | 0 | 3 | 9 | 9 | 15 | 2 | 30 | 9 | 0 |
| | Sheffield „ „ | 11 | 45 | 3 | 0 | 5 | 45 | .. | 11 | 30 | .. | 5 | 47 | .. | 5 | 15 | .. | 5 | 47 | .. | .. |
| | Leeds „ „ | 1 | 0 | 4 | 15 | 7 | 0 | .. | 12 | 45 | .. | 7 | 8 | .. | 6 | 30 | .. | 7 | 8 | .. | .. |
| | York „ „ | 1 | 45 | 5 | 0 | 7 | 45 | .. | .. | .. | 7 | 42 | .. | 7 | 15 | .. | 7 | 42 | .. | .. | .. |
| | Hull „ „ | .. | .. | .. | 9 | 15 | .. | .. | .. | .. | 9 | 0 | .. | .. | .. | .. | 9 | 0 | .. | .. | .. |

| STATIONS. | | UP TRAINS. | | | | | | | | | | Mail | | Sundays. | | | | | | Mail | | | |
|-----------|-------------------|------------|----|----|----|----|----|----|----|----|----|------|----|----------|----|----|----|----|----|------|----|----|----|
| | Departure fr. | a. | m. | a. | m. | a. | m. | a. | m. | a. | m. | p. | m. | p. | m. | a. | m. | a. | m. | p. | m. | p. | m. |
| | Hull | .. | .. | .. | .. | 7 | 0 | 10 | 30 | .. | .. | 4 | 45 | .. | .. | .. | .. | .. | .. | .. | .. | 4 | 45 |
| | York | .. | .. | .. | .. | 8 | 45 | 12 | 0 | 4 | 0 | 6 | 0 | .. | 7 | 45 | .. | .. | .. | .. | .. | 6 | 0 |
| | Leeds | .. | .. | .. | 6 | 45 | 9 | 30 | 12 | 45 | 4 | 45 | 6 | 40 | .. | 8 | 15 | .. | .. | .. | .. | 6 | 40 |
| | Sheffield | .. | .. | .. | 8 | 0 | 10 | 30 | 2 | 0 | 6 | 0 | 8 | 0 | .. | 9 | 30 | .. | .. | .. | .. | 8 | 0 |
| | Derby | 7 | 0 | 8 | 30 | 10 | 45 | *1 | 15 | 4 | 45 | 8 | 30 | 10 | 40 | 6 | 45 | 12 | 15 | 7 | 45 | 10 | 40 |
| 4 | Borrowash | .. | 8 | 40 | .. | .. | .. | .. | .. | 8 | 40 | .. | 6 | 56 | .. | 7 | 56 | .. | .. | .. | .. | .. | .. |
| 7 | Sawley | .. | 8 | 48 | .. | .. | .. | .. | .. | 8 | 50 | .. | 7 | 5 | .. | 8 | 5 | .. | .. | .. | .. | .. | .. |
| | Nottingham | 7 | 0 | 8 | 30 | 10 | 45 | *1 | 15 | 4 | 45 | 8 | 30 | 10 | 40 | 6 | 45 | 12 | 15 | 7 | 45 | 10 | 40 |
| 3 | Beeston | .. | 8 | 38 | .. | .. | .. | .. | .. | 8 | 38 | .. | 6 | 51 | .. | 7 | 52 | .. | .. | .. | .. | .. | .. |
| 6 | Long-Eaton | .. | 8 | 46 | .. | .. | .. | .. | .. | 8 | 46 | .. | 7 | 0 | .. | 8 | 0 | .. | .. | .. | .. | .. | .. |
| 12 | Kegworth | 7 | 30 | 9 | 5 | 11 | 20 | .. | 5 | 10 | 9 | 5 | .. | 7 | 25 | 12 | 45 | 8 | 20 | .. | .. | .. | .. |
| 16 1/2 | Loughborough .. | 7 | 45 | 9 | 20 | 11 | 35 | 2 | 0 | 5 | 22 | 9 | 20 | 11 | 28 | 7 | 39 | 1 | 0 | 8 | 36 | 11 | 28 |
| 19 1/2 | Barrow | .. | 9 | 28 | .. | .. | .. | .. | .. | 9 | 28 | .. | 7 | 49 | .. | 8 | 45 | .. | .. | .. | .. | .. | .. |
| 21 1/2 | Sileby | .. | 9 | 36 | .. | .. | .. | .. | 5 | 35 | 9 | 38 | .. | 7 | 55 | .. | 8 | 55 | .. | .. | .. | .. | .. |
| 24 1/2 | Syston | 8 | 0 | 9 | 45 | 12 | 0 | 2 | 20 | 5 | 45 | 9 | 45 | 11 | 52 | 8 | 5 | 1 | 20 | 9 | 5 | 11 | 52 |
| 29 1/2 | Leicester | 8 | 20 | 10 | 0 | 12 | 20 | 2 | 40 | 6 | 0 | 10 | 0 | 12 | 10 | 8 | 30 | 1 | 40 | 9 | 15 | 12 | 10 |
| 32 1/2 | Wigston | .. | 10 | 10 | .. | .. | .. | 6 | 10 | .. | .. | .. | 8 | 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 35 1/2 | Broughton Astley | .. | 10 | 25 | .. | .. | .. | 6 | 25 | .. | .. | .. | 8 | 58 | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| 41 1/2 | Ullesthorpe | 8 | 50 | 10 | 35 | 12 | 50 | 3 | 15 | 6 | 40 | .. | 12 | 47 | 9 | 10 | 2 | 15 | .. | .. | 12 | 47 | |
| 49 1/2 | Rugby, arrival at | 9 | 15 | 11 | 0 | 1 | 15 | *3 | 40 | 7 | 0 | .. | 1 | 8 | 9 | 30 | 2 | 40 | .. | .. | .. | 1 | 8 |
| | Birmingham .. | 12 | 30 | 2 | 0 | .. | 6 | 30 | 10 | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. |
| | London " .. | 1 | 30 | 3 | 30 | 6 | 0 | 7 | 30 | 11 | 30 | .. | 5 | 0 | 1 | 30 | 7 | 30 | .. | .. | .. | 5 | 0 |

NOTTINGHAM AND DERBY.

Nottingham to Derby.

| STATIONS. | | 1st, 2d and 3d Class | 1st & 2nd Class | 1st & 2nd Class | 1st & 2nd Class. | 1st, 2d and 3d Class | 1st, 2d and 3d Class | 1st & 2nd Class | 1st & 2nd Class |
|-----------|------------------|----------------------------|-----------------------|-----------------------|------------------------|----------------------------|----------------------------|-----------------------|-----------------------|
| Mls. | Departure from | a. m. | a. m. | p. m. | p. m. | p. m. | a. m. | p. m. | p. m. |
| | Nottingham | 7 0 | 11 0 | 2 30 | 5 30 | 7 30 | 7 0 | 6 0 | 7 30 |
| 3 | Beeston | 7 9 | 11 9 | 2 39 | 5 39 | 7 39 | 7 9 | 6 9 | .. |
| 6 | Long-Eaton | 7 18 | 11 18 | 2 48 | 5 48 | 7 48 | 7 18 | 6 18 | .. |
| 8½ | Sawley | 7 26 | 11 26 | 2 56 | 5 56 | 7 56 | 7 26 | 6 26 | .. |
| 11½ | Borrowash | 7 35 | 11 35 | 3 5 | 6 5 | 8 5 | 7 35 | 6 35 | .. |
| 13 | Spondon | 7 40 | .. | .. | .. | .. | 7 40 | .. | .. |
| | Arrival at | | | | | | | | |
| 15½ | Derby | 7 45 | 11 43 | 3 15 | 6 13 | 8 13 | 7 45 | 6 43 | 8 0 |

Sundays.

Derby to Nottingham.

| STATIONS. | | 1st & 2nd Class | 1st, 2d and 3d Class | 1st & 2nd Class | 1st & 2nd Class | 1st, 2d and 3d Class | 1st & 2nd Class | 1st, 2d and 3d Class | 1st, 2d and 3d Class |
|-----------|------------------|-----------------------|----------------------------|-----------------------|-----------------------|----------------------------|-----------------------|----------------------------|----------------------------|
| Mls. | Departure from | a. m. | a. m. | p. m. | p. m. | p. m. | a. m. | a. m. | p. m. |
| | Derby | 6 0 | 9 15 | 1 30 | 4 30 | 8 30 | 6 0 | 9 15 | 8 30 |
| 2½ | Spondon | .. | .. | .. | 4 38 | .. | .. | .. | 8 38 |
| 4 | Borrowash | .. | 9 26 | 1 41 | 4 44 | 8 41 | .. | 9 26 | 8 44 |
| 7 | Sawley | 6 17 | 9 35 | 1 50 | 4 53 | 8 50 | 6 17 | 9 35 | 8 53 |
| 9½ | Long-Eaton | .. | 9 43 | 1 58 | 5 1 | 8 58 | .. | 9 43 | 9 1 |
| 12½ | Beeston | .. | 9 52 | 2 7 | 5 10 | 9 7 | .. | 9 52 | 9 10 |
| | Arrival at | | | | | | | | |
| 15 | Nottingham | 6 35 | 9 58 | 2 13 | 5 16 | 9 13 | 6 35 | 9 58 | 9 16 |

Sundays.

YORK AND NORTH MIDLAND.

From York to Wakefield, Sheffield, Derby & London, 6 30+ mail, 8 45+, 11 30+ a.m. & 4, & 6 mail p.m.—On Sundays 7½ a.m. 4 and 6 p.m. mail.

From York to Leeds, Selby, & Hull, 8, 11½ a.m. 3, 6 p.m. On Sundays to & from York & Leeds 8 a.m. & 6 p.m.—York to Hull & Selby 6½ a.m. & 6 p.m.—Selby to York 8 a.m. & 6 p.m. Trains marked thus + are in connexion with the Manchester trains at Normanton.

STOCKTON AND DARLINGTON.

St. Helens Auckland to Darlington—8 30 morning; 1 and 5 afternoon.

Darlington to St. Helens Auckland—8 30 morning; 1 and 5 afternoon.

Darlington to Stockton—first class 9 30 morning; 2 and 6 afternoon.

Stockton to Darlington—first class 7 50 and 12 20 morning; and 4 20 afternoon.

Stockton to Middlesbro'—8, 9, *10, 11, 12 30 a.m. 1 30, *2 30, 3 30, 4 30, 5 30, *6 45 p.m.

Middlesbro' to Stockton—*7 30, 8 30, 9 30, 10 30, *12 a.m. 1, 2, 3, *4, 5, 6 p.m.

A Market Train for passengers and cattle will leave St. Helen's Auckland on Mondays, at 6½ and Shildon at 7 a.m.

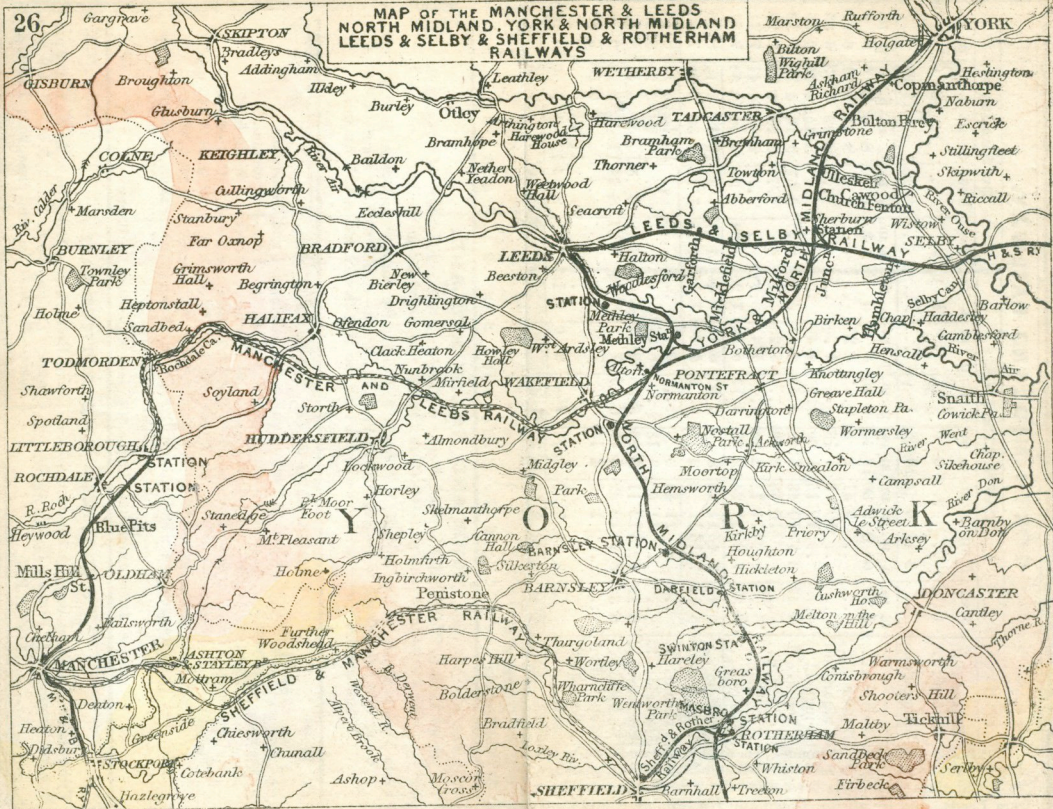
* Are in connexion with the first class to and from Darlington.

SHEFFIELD AND ROTHERHAM.

From Sheffield—Every hour fm. 7½ a.m. to 8½ p.m.
Sunday Trains—9 & 10 a.m. 1½, 2½, 4½, 5½, 6½,
7½, & 8½ p.m.

From Rotherham—Every hour, fm. 8 a.m. to 9 p.m.
Sunday Trains—9 a.m. 1, 2, 3, 5, 6, 7, 8, & 9, p.m.
Fares—1st class, 1s.; 2nd class, 9d.; Third, 6d.

MAP OF THE MANCHESTER & LEEDS
NORTH MIDLAND YORK & NORTH MIDLAND
LEEDS & SELBY & SHEFFIELD & ROTHERHAM
RAILWAYS



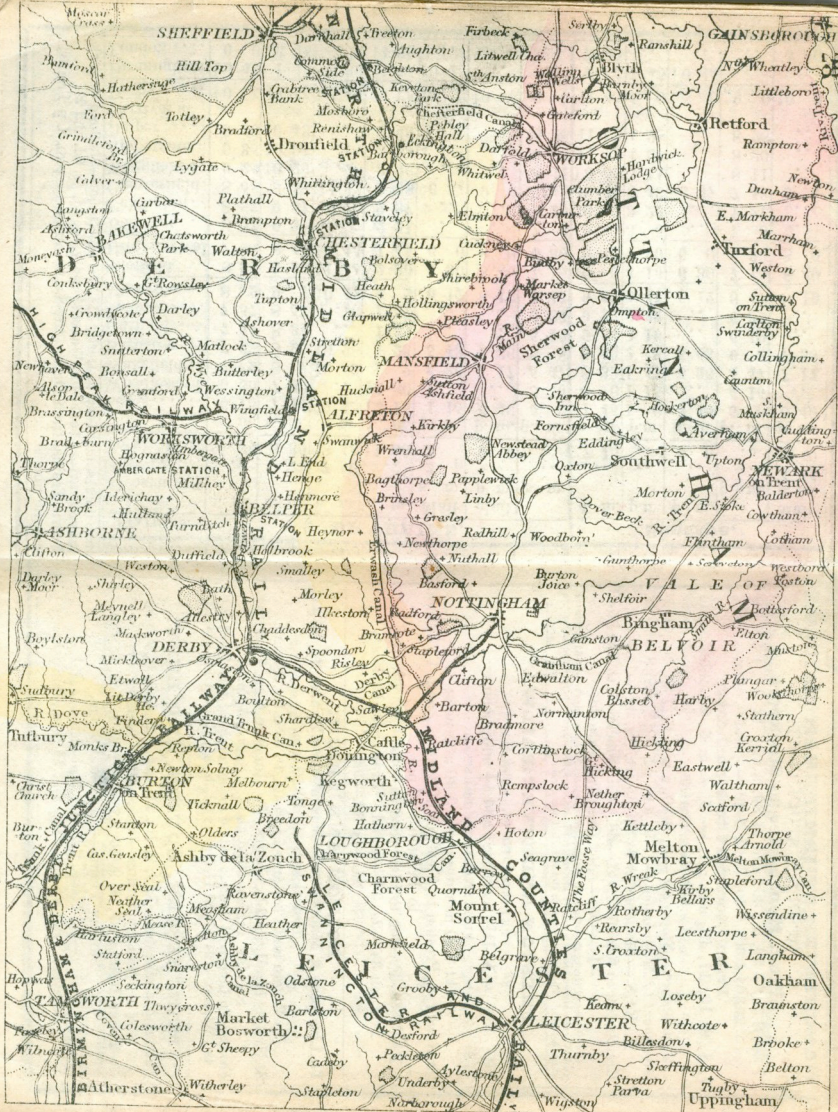
NORTH MIDLAND RAILWAY.

| STATIONS. | DOWN TRAINS. | | | | | | | | | | On Sundays. | | | | |
|----------------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|
| | Mail | Mail | a. m. | a. m. | a. m. | p. m. | p. m. | a. m. | a. m. | a. m. | Mail | Mail | a. m. | a. m. | p. m. |
| Departure fr | | | | | | | | | | | | | | | |
| London . . . | 9 0 | .. | .. | 6 0 | 9 0 | 9 30 | .. | 11 0 | 9 0 | .. | .. | 8 0 | .. | .. | .. |
| Birmingham | .. | 3 15 | 6 45 | 10 30 | 1 0 | .. | .. | .. | .. | 3 15 | .. | 12 30 | .. | .. | .. |
| | a. m. | a. m. | a. m. | a. m. | p. m. | p. m. | p. m. | a. m. | a. m. | a. m. | p. m. | p. m. | p. m. | p. m. | p. m. |
| Derby . . . | 3 39 | 6 0 | 9 30 | 12 45 | 3 45 | 4 0 | 6 0 | 3 39 | 6 0 | 8 0 | 3 0 | 6 0 | 6 21 | 6 21 | 6 21 |
| Belper . . . | .. | .. | 9 51 | 1 6 | .. | 4 21 | .. | .. | .. | 8 21 | 3 21 | 6 21 | 6 21 | 6 21 | 6 21 |
| Ambergate . . | .. | .. | 10 3 | 1 18 | .. | 4 33 | .. | .. | .. | 8 33 | 3 33 | 6 33 | 6 33 | 6 33 | 6 33 |
| Wingfield . . | .. | .. | 10 15 | 1 30 | .. | 4 45 | .. | .. | .. | 8 45 | 3 45 | 6 45 | 6 45 | 6 45 | 6 45 |
| Chesterfield . | 4 47 | 6 57 | 10 43 | 1 58 | 4 42 | 5 13 | 6 57 | 4 47 | 6 57 | 9 13 | 4 13 | 7 13 | 7 13 | 7 13 | 7 13 |
| Eckington . . | .. | .. | 10 58 | 2 13 | .. | 5 28 | .. | .. | .. | 9 28 | 4 28 | 7 28 | 7 28 | 7 28 | 7 28 |
| Beighton . . | .. | .. | 11 11 | 2 26 | .. | 5 41 | .. | .. | .. | 9 41 | 4 41 | 7 41 | 7 41 | 7 41 | 7 41 |
| Masbro' . . . | 5 34 | 7 28 | 11 24 | 2 39 | 5 13 | 5 54 | 7 28 | 5 34 | 7 28 | 9 54 | 4 54 | 7 54 | 7 54 | 7 54 | 7 54 |
| Sheffield . . | 5 47 | 7 45 | 11 45 | 3 0 | 5 30 | 6 15 | 7 45 | 5 47 | 7 45 | 10 15 | 5 15 | 8 15 | 8 15 | 8 15 | 8 15 |
| Ditto Arrival | 5 15 | 7 15 | 11 0 | 2 15 | 5 0 | 5 30 | 7 15 | 5 15 | 7 15 | 9 30 | 4 30 | 7 30 | 7 30 | 7 30 | 7 30 |
| Swinton . . . | .. | .. | 11 45 | 3 0 | .. | 6 15 | .. | .. | .. | 10 15 | 5 15 | 8 15 | 8 15 | 8 15 | 8 15 |
| Darfield . . . | .. | .. | 11 58 | 3 13 | .. | 6 28 | .. | .. | .. | 10 28 | 5 28 | 8 28 | 8 28 | 8 28 | 8 28 |
| Barnsley . . | 6 12 | 8 5 | 12 11 | 3 26 | 5 50 | 6 41 | 8 5 | 6 12 | 8 5 | 10 41 | 5 41 | 8 41 | 8 41 | 8 41 | 8 41 |
| Wakefield . . | 6 34 | 8 24 | 12 32 | 3 47 | 6 9 | 7 2 | 8 24 | 6 34 | 8 24 | 11 2 | 6 2 | 9 2 | 9 2 | 9 2 | 9 2 |
| Woodleford . | .. | .. | 1 0 | 4 15 | .. | 7 30 | .. | .. | .. | .. | 6 30 | 9 30 | 9 30 | 9 30 | 9 30 |
| Arrival at | | | | | | | | | | 11 30 | | | | | |
| Leeds | 7 8 | 9 15 | 1 30 | 4 45 | 7 0 | 8 0 | 9 15 | 7 8 | 9 15 | 12 0 | 7 0 | 10 0 | 10 0 | 10 0 | 10 0 |
| York | 7 42 | 10 0 | 2 15 | 5 30 | 7 45 | .. | .. | 7 42 | 10 0 | .. | 7 45 | .. | .. | .. | .. |
| Hull | 9 0 | .. | .. | .. | 9 15 | .. | .. | 9 0 | .. | .. | .. | .. | .. | .. | .. |

| STATIONS. | UP TRAINS. | | | | | | | | | | Sundays. | | | | |
|----------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|
| | a. m. | a. m. | a. m. | a. m. | Mail | Mail | p. m. | p. m. | a. m. | p. m. | p. m. | p. m. | Mail | p. m. | p. m. |
| Departure fr | | | | | | | | | | | | | | | |
| Hull | .. | .. | 7 0 | .. | 2 0 | 4 45 | .. | .. | .. | .. | .. | .. | 4 45 | .. | .. |
| York | .. | 6 30 | 8 45 | 11 30 | 4 | 6 0 | .. | 7 15 | .. | 4 0 | .. | 6 0 | 6 0 | 6 0 | 6 0 |
| | a. m. | a. m. | a. m. | p. m. | p. m. | p. m. | p. m. | a. m. | p. m. | p. m. | p. m. | p. m. | p. m. | p. m. | p. m. |
| Leeds | 6 15 | 7 15 | 9 30 | 12 15 | 4 45 | 6 40 | 5 0 | 7 45 | 1 0 | 4 45 | 5 0 | 6 40 | 6 40 | 6 40 | 6 40 |
| Woodleford . | 6 30 | 7 30 | .. | 12 30 | .. | .. | 5 15 | 8 0 | 1 15 | .. | 5 15 | .. | .. | .. | .. |
| Wakefield . . | 7 2 | 8 2 | 10 9 | 1 2 | 5 26 | 7 17 | 5 47 | 8 32 | 1 47 | 5 26 | 5 47 | 7 17 | 7 17 | 7 17 | 7 17 |
| Barnsley . . | 7 23 | 8 23 | 10 28 | 1 23 | 5 43 | 7 36 | 6 8 | 8 53 | 2 8 | 5 43 | 6 8 | 7 36 | 7 36 | 7 36 | 7 36 |
| Darfield . . . | 7 34 | 8 34 | .. | 1 34 | .. | .. | 6 19 | 9 42 | 19 | .. | 6 19 | .. | .. | .. | .. |
| Swinton . . . | 7 57 | 8 57 | .. | 1 57 | .. | .. | 6 32 | 9 27 | 2 32 | .. | 6 32 | .. | .. | .. | .. |
| Masbro' . . . | 8 2 | 9 2 | 10 57 | 2 2 | 6 12 | 8 19 | 6 47 | 9 32 | 2 47 | 6 12 | 6 47 | 8 19 | 8 19 | 8 19 | 8 19 |
| Sheffield . . | 8 30 | 9 30 | 11 15 | 2 30 | 6 30 | 8 40 | 7 15 | 10 0 | 3 15 | 6 30 | 7 15 | 8 40 | 8 40 | 8 40 | 8 40 |
| Ditto Arrival | 7 45 | 8 45 | 10 45 | 1 45 | 6 0 | 8 0 | 6 30 | 9 15 | 2 30 | 6 0 | 6 30 | 8 0 | 8 0 | 8 0 | 8 0 |
| Beighton . . | 8 21 | 9 21 | .. | 2 21 | .. | .. | 7 6 | 9 51 | 3 6 | .. | 7 6 | .. | .. | .. | .. |
| Eckington . . | 8 37 | 9 37 | .. | 2 37 | .. | .. | 7 22 | 10 7 | 3 22 | .. | 7 22 | .. | .. | .. | .. |
| Chesterfield . | 8 58 | 9 58 | 11 42 | 2 58 | 6 57 | 9 4 | 7 43 | 10 28 | 3 43 | 6 57 | 7 43 | 9 4 | 9 4 | 9 4 | 9 4 |
| Wingfield . . | 9 26 | 10 26 | .. | 3 26 | .. | .. | 8 11 | 10 56 | 1 11 | .. | 8 11 | .. | .. | .. | .. |
| Ambergate . . | 9 35 | 10 35 | .. | 3 35 | .. | .. | 8 20 | 11 5 | 1 20 | .. | 8 20 | .. | .. | .. | .. |
| Belper . . . | 9 43 | 10 43 | .. | 3 43 | .. | .. | 8 28 | 11 13 | 1 28 | .. | 8 28 | .. | .. | .. | .. |
| Arrival at | | | | | | | | | | | | | | | |
| Derby . . . | 10 15 | 11 15 | 12 45 | 4 15 | 8 0 | 10 9 | 9 0 | 11 45 | 5 0 | 8 0 | 9 0 | 10 9 | 10 9 | 10 9 | 10 9 |
| Birmingham | 12 45 | 1 45 | 4 30 | 6 45 | 10 45 | .. | .. | 2 15 | 7 45 | 10 45 | .. | .. | .. | .. | .. |
| London . . . | 6 0 | 6 45 | 8 0 | 11 30 | .. | 5 0 | .. | 7 30 | .. | .. | .. | 5 0 | 5 0 | 5 0 | 5 0 |

FARES—Sheffield to London, via Rugby, 4s. and 30s; to Birmingham 21s. and 14s; to Derby 11s. 7s. and 3s. 6d.; Sheffield to York 12s. 6d. and 8s; to Leeds 8s. 6d. 6s. 6d. and 5s; for Hull, passengers (at present) are booked to Wakefield only, 6s. 6d. 4s. 6d. and 2s.

Third class passengers are conveyed by the 6 a.m. and 8 p.m. Down Trains, from Derby, the 8 a.m. and 4 45 p.m. Up Trains, from Leeds, and by all the Down and Up Sunday trains from the same places.



MANCHESTER & BIRMINGHAM RAILWAY OPEN TO STOCKPORT.

From Manchester to Stockport
7 30, 8 30, 9 30, 10 30, and 11 30, a.m.; 12 30, 1 30, —
3 30, 4 30, 5 30, 6 30, 7 30, — and 9, p.m.

From Stockport to Manchester
7, 8, 9, 10, 11, 12, a.m.; 1, — 3, 4, 5, 6, 7, and 8½, p.m.
SUNDAY TRAINS.

Manchester to Stockport—8, 9 30, a.m.; 6, 7 30, 9 p.m.
Stockport to Manchester—7, 9, a.m.; 5 30, 7, and 8 30 p.m.

FARES.—Manchester to Stockport, 1s. 3d.—1s.—6d.
Manchester to Rushford, 8d.—6d.—4d. Stockport to Rushford
1s.—9d.—6d. Omnibus Fare 3d.

Omnibuses will leave the offices of Messrs. Bromley and Newton, Market-st. Manchester and Warren-street, stockport, for the respective stations, ten minutes before the departure of each train. They will also await the arrival of every train

PRESTON AND WYRE RAILWAY.

PRESTON TO FLEETWOOD
At 11½, morning; and 5¼ afternoon.

FLEETWOOD TO PRESTON
At 8 10 morning; and 3 40 afternoon.

On Sundays. Preston to Fleetwood 9 20 a.m., and Fleetwood
to Preston 3 40 p.m.

FARES Preston to Fleetwood 4s.—3s.—2s. Preston to
Poulton 3s.—2s. 3d.—1s. 6d. Preston to Kirkham
1s. 9d.—1s. 3d.—9d.

BOLTON AND LEIGH.

To Liverpool & Manchester—Second class, 7¼ a.m. 2½, 5¼ p.m.
first class 8 40, 10 50 a.m.

To Wigan and Preston—7¼, 8 40, 10 50 a.m., 2½ p.m.
St. Helens by all the 2d class trs. To Runcorn Gap, 7¼, 5¼ p.m.
Sunday Trains—2nd class, 6¾ a.m., 5¼ p.m.

Fares—To Liverpool 5s 6d & 4s; Manchester 2s 6d, 2s; Preston 6s.
4s; Wigan 3s, 2s 6d; St. Helens 4s 6d, 3s 6d; Runcorn Gap 4s, 3s.

MANCHESTER, BOLTON, AND BURY.

From Manchester—7, 8, 9, 10, 11, a.m.; 2, 4, 5, 6, 7, p.m.
Sunday Trains—9 a.m. and 7 p.m.

From Bolton—7, 8, 9, 10, 11, a.m.; 2, 4, 5, 6, 7, p.m.
Sunday Trains—8 a.m. and 6 p.m.

Fares—1st class, 2s. 6d.; 2nd class, 1s. 6d.
Luggage Trains 8 a.m., 12½ and 7¼ p.m., Fare 1s.

NORTH UNION RAILWAY.

Preston to Liverpool, Manchester, or Wigan.

Mixed, 8 20; and first class, 9 45 a.m.; second class 2 20.
mixed, 4 20; and first class, 6 27 p.m.

Sunday Trains—mixed 6¾ a.m.; & 4 20 p.m.; 1st cl. 6 27 p.m.
Fares—from Preston to Liverpool or Manchester, 7s 6d & 6s

Liverpool to Wigan or Preston.

Mixed 8¾, first class 11 a.m.
second class 2½, mixed 4¾, and first class 7¼, p.m.
Sunday Trains—2nd class 7 a.m., 4 45 p.m.; 1st class 7¼ p.m.

Manchester to Wigan or Preston.

Mixed 9, 1st class 11¼ a.m.; second class 2¾; mixed 5,
and first class 7¼, p.m.

Sunday Trains—7 a.m.; second class 5, first class 7¼ p.m.
Fares—from Wigan to Liverpool or Manchester 6s. & 3s. 6d.
† Except on Saturdays, when this train does not start till 3 o'clock

Preston to Birmingham and London.

Changing carriages 2 57, in the same carriage 9¾ a.m.
and 6 27 p.m.

On Sundays the mails only will run, namely, at 2 57 a.m.
and 6 27 p.m.

London to Preston.

In the same carriage 9½ a.m. and 8½ p.m.; changing
carriages 8¾.

§ These trains will take private carriages and horse boxes,
the others cannot do so.

Fares to London—Day train 5 4s. 6d. night train 5s.

Fares to Birmingham, 2 4s. 6d.

MAILS FROM PRESTON—Every morning at 2 57, and evening at
6 27. The return of the latter train from Parkside to Preston, will
probably be about 8 30, as it will take those passengers which
leave Liverpool and Manchester at 7 15. An engine and one
carriage leaves Preston at 5 p.m. to meet the down mail
from London at Parkside, the return of which from the latter
place is 6 15. Passengers leaving Preston at 6 27, and Wigan at 7,
going to Liverpool and Manchester, will be detained at Parkside
nearly half an hour.

NORTHERN AND EASTERN RAILWAY.

CAMBRIDGE LINE OPENED TO BROXBOURNE.

| From Shoreditch. | a. m. | From Broxbourne. | a. m. |
|--|-------|--|-------------|
| Stopping at Waltham-cross | 8 0 | Stopping at all the stations | 8 45 & 9 30 |
| Do. at all the stations | 10 30 | Do. at Waltham-cross and Tottenham .. | 11 45 |
| | p. m. | | p. m. |
| Do. at Tottenham, Edmonton, & Waltham | 12 30 | Do. Waltham, Edmonton & Leabridge-road | 1 45 |
| Do. at all the stations | 2 30 | Do. at Waltham, Ponder's end, Edmonton | |
| Do. Tottenham, Ponder's end, & Waltham. | 4 30 | and Tottenham | 3 45 |
| Do. at all the stations | 5 30 | Do. at Waltham, Ponder's end & Edmonton | 6 15 |
| On SUNDAYS, stopping at all the stations— | | From Shoreditch, 9 30 a.m. 1 30, 2 30, and 5 30 p.m. | |
| From Broxbourne, 8 45 and 10 15 a.m. 6 15 p.m. | | | |

NEWCASTLE and NORTH SHIELDS

| | |
|---|---|
| From Newcastle—7, 8, 9, 9½, 10, 10½, 11, 11½, 12 a.m.; 1, 2, 3, 3½, 4, 4½, 5, 6, 7, 8, & 8½ p.m. | From North Shields—7½, 8½, 9½, 10, 10½, 11 11½, and 12 a.m. 12½, 1½, 2½, 3½, 4, 4½, 5, 5½, 6½, 7½, 8½, & 9 p.m. On Sundays—8½, 9½, 10, and 10½ a.m. 1, 1½, 2, 3½, 4½, 5½, 6, 6½, 7, 7½, 8, 8½, & 9 p.m. |
|---|---|

Chester and Crewe.

| | |
|--|--|
| From Chester—Second class, at 7 a.m. to meet 6 a.m. train from Liverpool and Manchester. | |
| First class, at 11 15 a.m. to meet 10 30 a.m. train from Liverpool and Manchester. | |
| From Crewe—First class, at 2 15 p.m. on arrival of 11 30 a.m. train from Birmingham. | |
| and 12 15 p.m. train from Liverpool and Manchester. | |
| Second class, at 6 30 p.m. on arrival of 3 30 p.m. train from Birmingham, and | |
| 4 p.m. train from Liverpool and Manchester | |
| FARES—Chester to Crewe, 1st class 5s., 2nd 4s. Chester to Birmingham, 1st class 18s. 2nd 14s | |

Chester and Birkenhead.

| | |
|--|--|
| BIRKENHEAD TO CHESTER—At 7 5, 8 5, and 10 50 morning, and 4 20 and 6 50 afternoon | |
| On Sundays—At 8 20 and 9 50 in the morning, and 4 50 in the afternoon, | |
| CHESTER TO BIRKENHEAD—At 8 30 and 10 30 in the morning, | |
| and 2, 6, and 7 45 in the afternoon. | |
| On Sundays—At 9 15 in the morning, and 5 45 in the afternoon. | |
| On Wednesday and Saturday mornings a market Luggage Train will leave Chester at six o'clock, | |
| for Birkenhead, and will return from Birkenhead at ten minutes to seven in the evening. A | |
| third class carriage will accompany that train, fare 1s. 6d. Every basket or package of poultry, | |
| fruit, vegetables, or agricultural produce, not exceeding 1 cwt. will be charged 6d.; calves 1s. | |
| each.—A steam packet will wait the arrival of the train to convey passengers and produce | |
| to Liverpool.—The above trains are mixed, and will stop at Sutton and Bebington stations. | |
| The steam boat will depart from St. George's pierhead, Liverpool, to Monk's Ferry, with | |
| railway passengers, twenty minutes before the time appointed for trains to start from Grange | |
| lane; and from Monk's Ferry to Liverpool on the arrival of the trains from Chester. | |

F A R E S .

| | 1st class | 2nd class | | 1st class | 2nd class |
|------------------------------|-----------|-----------|-------------------------------|-----------|-----------|
| From Birkenhead to Chester.. | 4s. 0d. | 2s. 6d. | From Chester to Birkenhead .. | 4s 0d | 2s 6d |
| — Bebington .. | 1 6 | 0 9 | — Sutton | 2 0 | 1 6 |
| — Sutton | 2 0 | 1 0 | — Bebington .. | 3 0 | 2 0 |
| From Sutton to Chester | 2 0. | 1 6 | From Bebington to Sutton... | 1 6 | 1 0 |
| — Bebington .. | 1 6 | 1 0 | — Chester | 3 0 | 2 0 |
| — Birkenhead .. | 0 0 | 0 0 | — Birkenhead .. | 1 6 | 0 9 |

The above fares include the Ferry and Omnibus charge between Liverpool and the Grange lane station, except by the market train.

| Distances. Miles | NEWCASTLE TO CARLISLE. STATIONS. | | | | | | | | | | FARES. | | | | | | | | | | | | | | | | | | | | |
|---------------------|---|--|----|------------------|----|-------------------|----|---------------------|----|-----------------|--------------------|----------------------------------|------------------|-----------------------------------|-------------------|--|---------------------------------------|--|---------------------------------------|----|---------------------------------------|----|----------------------------------|----|----------------------------------|----|--|---------------------------------------|--|---------------------------------------|----|
| | Departure from NEWCASTLE, Or Redheugh | | | | | | | | | | Mixed 5 30 a.m. | | Quick, 9 a.m. | | Mixed, 12 p.m. | | Mail, 2 30 p.m. | | Mixed 5 p.m. | | Mixed Hay don Bridge, 6 30 p.m. | | Sunday Trains Quick 9 a.m. | | Sunday Trains Quick 5 p.m. | | Quick Trains, Close carriages | Quick Trains, Open carriages | Mixed Trains, Close carriages | Mixed Trains, Open carriages | |
| | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | s. | d. | s. | d. | s. | d. | s. | d. | |
| 33½ | Blaydon - | 5 | 30 | 9 | 0 | 12 | 0 | 2 | 30 | 5 | 0 | 6 | 30 | 9 | 0 | 5 | 0 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 6 | | | | | | |
| 20½ | Hexham - | 5 | 45 | 9 | 12 | 12 | 45 | 2 | 45 | 5 | 12 | 6 | 45 | 9 | 15 | 5 | 15 | 4 | 0 | 3 | 0 | 3 | 6 | 2 | 6 | | | | | | |
| 28 | Haydon Bridge | 6 | 55 | 10 | 5 | 1 | 55 | 4 | 15 | 6 | 5 | 8 | 0 | 10 | 10 | 6 | 10 | 5 | 6 | 4 | 6 | 5 | 0 | 3 | 6 | | | | | | |
| 37 | Haltwhistle - | 7 | 25 | 10 | 30 | 2 | 25 | 4 | 45 | 6 | 30 | 8 | 30 | 10 | 35 | 6 | 35 | 5 | 6 | 4 | 6 | 5 | 0 | 3 | 6 | | | | | | |
| 49 | Milton - | 8 | 0 | 10 | 55 | 3 | 0 | 5 | 25 | 6 | 55 | .. | .. | 11 | 0 | 7 | 0 | 7 | 0 | 5 | 6 | 6 | 6 | 4 | 9 | | | | | | |
| 60 | CARLISLE - | 8 | 50 | 11 | 30 | 3 | 50 | 6 | 25 | 7 | 30 | .. | .. | 11 | 40 | 7 | 40 | 9 | 6 | 7 | 6 | 8 | 6 | 6 | 3 | | | | | | |
| | CARLISLE TO NEWCASTLE. STATIONS. | Mail, 5 30 a.m. | | Mail, 10 a.m. | | Mixed, 12 p.m. | | Mixed, 2 30 p.m. | | Quick 5 p.m. | | Sunday Trains Quick 9 a.m. | | Sunday Trains Quick 5½ p.m. | | Quick Trains, Close carriages | Quick Trains, Open carriages | Mixed Trains, Close carriages | Mixed Trains, Open carriages | | | | | | | | | | | | |
| | Departure from CARLISLE - | h. <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>h.</th> <th>m.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> <th>s.</th> <th>d.</th> | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | h. | m. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. | s. | d. |
| 11 | Milton - | 5 | 30 | 10 | 0 | 12 | 0 | 2 | 30 | 5 | 0 | .. | 9 | 0 | 5 | 0 | 2 | 0 | 1 | 6 | 2 | 0 | 1 | 0 | | | | | | | |
| 23 | Haltwhistle - | 6 | 20 | 9 | 30 | 1 | 35 | 3 | 45 | 5 | 45 | .. | 9 | 30 | 5 | 45 | 4 | 6 | 3 | 6 | 4 | 0 | 3 | 0 | | | | | | | |
| 32 | Haydon Bridge | 7 | 10 | 10 | 5 | 2 | 25 | 4 | 45 | 6 | 15 | .. | 10 | 15 | 6 | 15 | 6 | 0 | 4 | 6 | 5 | 6 | 4 | 0 | | | | | | | |
| 39½ | Hexham - | 7 | 40 | 10 | 40 | 3 | 0 | 5 | 15 | 6 | 40 | .. | 10 | 40 | 6 | 40 | 7 | 6 | 5 | 6 | 7 | 0 | 5 | 0 | | | | | | | |
| 56½ | Blaydon - | 8 | 5 | 11 | 0 | 3 | 30 | 6 | 0 | 7 | 0 | .. | 11 | 5 | 7 | 0 | 10 | 6 | 8 | 0 | 9 | 6 | 7 | 3 | | | | | | | |
| 60 | NEWCASTLE, Or Redheugh - | 9 | 15 | 11 | 45 | 4 | 45 | 7 | 0 | 8 | 0 | .. | 12 | 0 | 8 | 0 | 11 | 0 | 8 | 6 | 10 | 0 | 7 | 6 | | | | | | | |

LEEDS, YORK, HULL, & SELBY.

| From HULL. | From SELBY | From SELBY to HULL. | From LEEDS | From YORK |
|--|--|--|---|--------------------------------------|
| 7 a.m. calls at all stations | To LEEDS and YORK. | 7 20 a.m. mail, at Howden, | To SELBY and HULL. | To SELBY and HULL. |
| 10 30 at Hessele, Ferryby, Brough and Howden | 8 20 a.m. all stations | Brough, Ferryby, Hessele | 6 30 a.m. mail, all stations except Micklefield and Hambleton | 6 30 a.m. mail, all stations |
| 2 p.m. London, by Sherburn | 11 45 all stations | 10 50 all stations | 3 50 p.m. all stations | 10 all stations except Hambleton |
| 3 all stations | 4 20 p.m. all stations | 3 50 p.m. at Howden, Brough Ferryby and Hessele. | 10 all stations | 3 p.m. all stations except Hambleton |
| 4 45 mail, at Hessele, Ferryby, Brough, and Howden | 6 mail all stations except Micklefield and Hambleton | 5 50 all stations | 3 p.m. all stations | 5 all stations |
| | | | 5 all stations | |
| Sunday Trains. | | | | |
| 7 a.m. all stations | 8 20 a.m. all stations | 7 20 a.m. mail, all stations | 6 30 a.m. mail, all stations | 6 30 a.m. mail, all stations |
| 4 45 p.m. mail, do | 5 p.m. mail do. | 5 50 p.m. do. | 5 p.m. all stations | 5 p.m. do |

LANCASTER & PRESTON JUNCTION.

Lancaster to Preston

| | | | | | | |
|------|------|----|----|----|----|-------------|
| 2 0 | a.m. | .. | .. | .. | .. | mail train |
| 7 0 | " | .. | .. | .. | .. | mixed |
| 8 45 | " | .. | .. | .. | .. | first class |
| 1 0 | p.m. | .. | .. | .. | .. | mixed |
| 3 10 | " | .. | .. | .. | .. | mixed |
| 5 30 | " | .. | .. | .. | .. | mail |

Preston to Lancaster

| | | | | | | |
|-------|------|----|----|----|----|-------------|
| 7 0 | a.m. | .. | .. | .. | .. | mail |
| 10 45 | " | .. | .. | .. | .. | mixed |
| 12 40 | p.m. | .. | .. | .. | .. | first class |
| 4 50 | " | .. | .. | .. | .. | mixed |
| 6 45 | " | .. | .. | .. | .. | mixed |
| 7 30 | " | .. | .. | .. | .. | mail |

Third Class Carriages are attached to all the Mixed Trains, and stop at all the Stations.

On Sundays—From Lancaster, 2 mail and 8 a.m. mixed, and 5 30 p.m. mail. From Preston 7 a.m. mail, and 5 30 mixed, and 7 30 p.m. mail,

Liverpool to Lancaster

| | | | | | | |
|------|------|----|----|----|----|-------------|
| 8 45 | a.m. | .. | .. | .. | .. | mixed |
| 11 0 | " | .. | .. | .. | .. | first class |
| 2 30 | p.m. | .. | .. | .. | .. | mixed |
| 4 45 | " | .. | .. | .. | .. | mixed |

Manchester to Lancaster

| | | | | | | |
|-------|------|----|----|----|----|--------------|
| 9 0 | a.m. | .. | .. | .. | .. | mixed |
| 11 15 | " | .. | .. | .. | .. | first class |
| 2 45 | p. | .. | .. | .. | .. | second class |
| 5 0 | " | .. | .. | .. | .. | mixed |

Lancaster to Liverpool or Manchester

| | | | | | | |
|------|------|----|----|----|----|-------------|
| 7 0 | a.m. | .. | .. | .. | .. | mixed |
| 8 45 | " | .. | .. | .. | .. | first class |

| | | | | | | |
|------|------|----|----|----|----|-------|
| 1 0 | p.m. | .. | .. | .. | .. | mixed |
| 3 10 | " | .. | .. | .. | .. | mixed |
| 5 30 | " | .. | .. | .. | .. | mail |

Lancaster to Birmingham and London

In the same carriage at *8 45 a.m., and 5 30 p.m. mail; changing carriages, *2 a.m. mail.

London to Lancaster.

In the same carriage at 9 45 a.m. mail, and 8 30 p.m. mail; changing carriages, *9 a.m. The trains marked * will take private carriages and Horses; the others cannot do so. On Sundays to and from Liverpool, Manchester, Birmingham, and London, the mail trains only will run.

FARES—To or from London, 59s. 6d. Night Mail, 62s. To or from Birmingham, 29s. 6d. To or from Liverpool or Manchester, first class, 12s. 6d. second class 8s. To or from Preston, first class 5s. second class 3s. and third class 1s. 8d.

W.M. GOWEN.

Your Obedient

J. Remond

Tickets 3s. each, and Books
Derwent Street, or at the principal Booksellers.

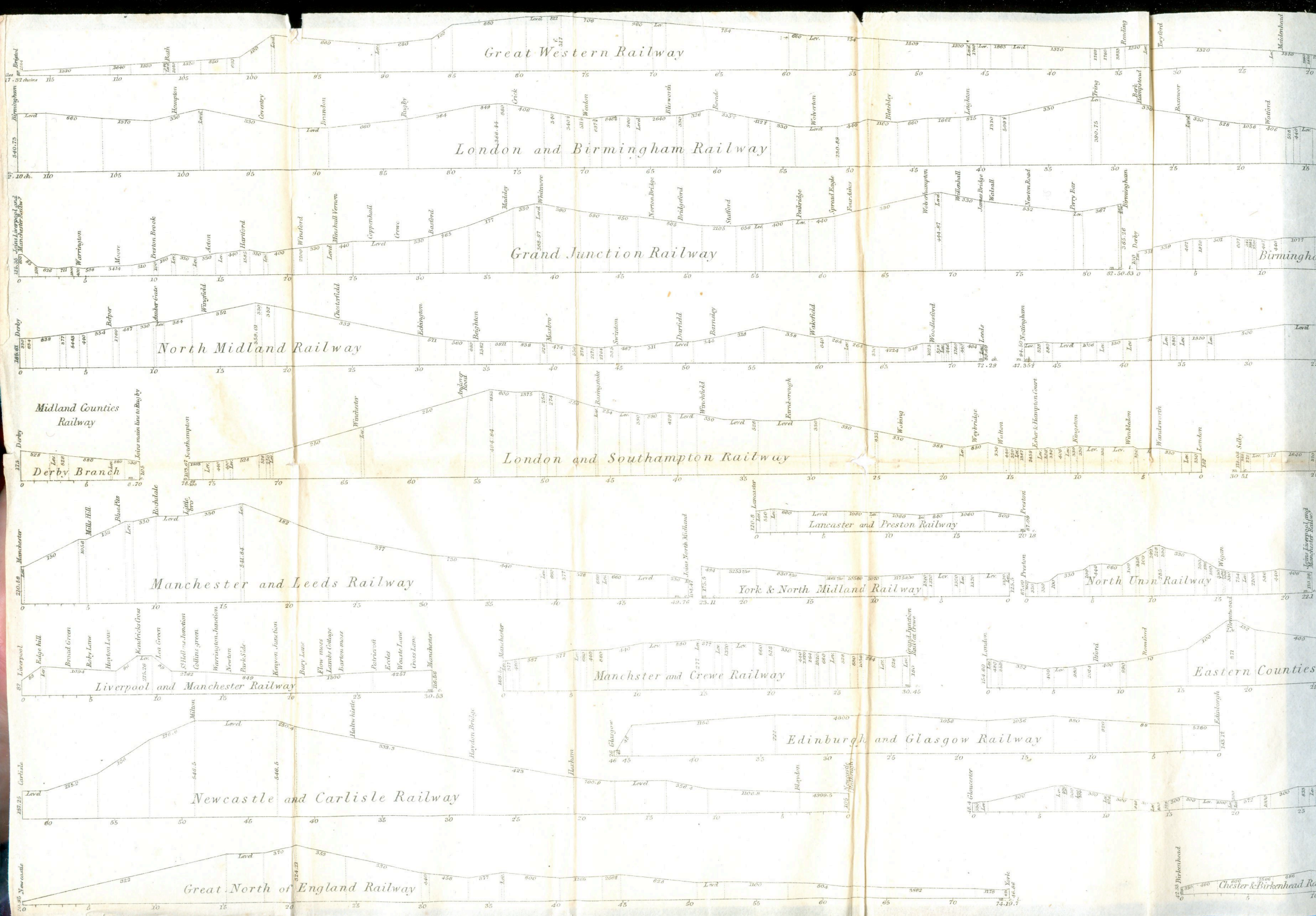
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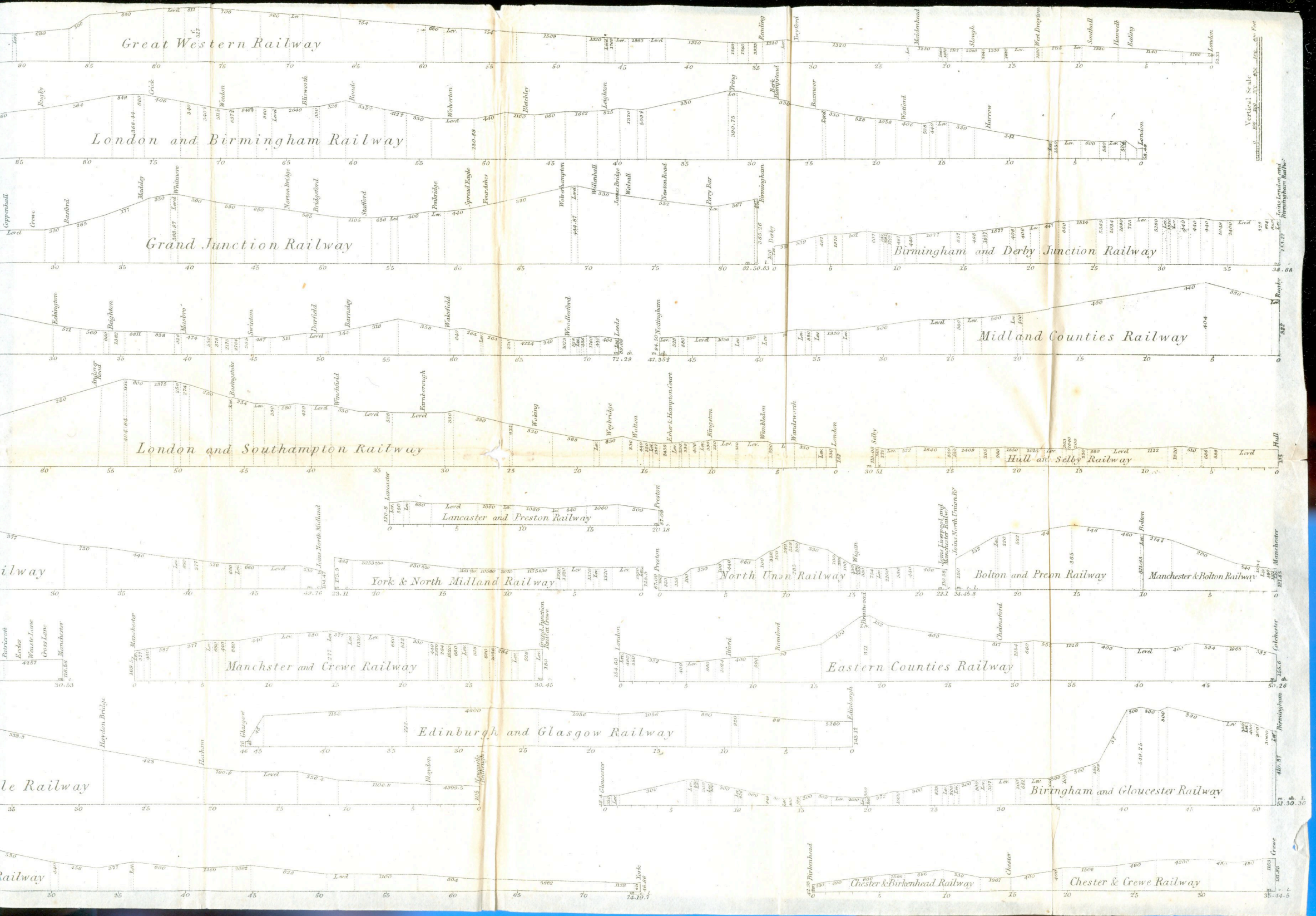
LONDON, EAST.



City of London
City and Liberties of Westminster
Borough of Southwark

Scale of Half a Mile





RAILWAYS IN ENGLAND AND WALES.

English Miles.
10 20 30 40 50 60

EXPLANATION
— Railways now open
— Railways in progress



NAMES of RAILWAYS in ENGLAND, as Numbered in the MAP.

| | Miles | Amt. of share. | | Miles | Amt. of Share. |
|--|------------------|-------------------|-----------------------------------|-----------------|-------------------|
| 1. Birmingham & Derby Junction | 38 $\frac{1}{2}$ | £100 | 21. Manchester and Birmingham | 45 | £70 |
| 2. Birmingham and Gloucester | 52 | 100 | 21. Manchester & Birmingham Ex. | — | 70 |
| 3. Birmingham, Bristol, & Thames Junction | 3 | 20 | 22. Manchester and Leeds .. | 60 | 100 |
| 4. Bolton and Leigh } | 10 | 100 | 23. Manchester, Bolton, and Bury. | 10 | 100 |
| 4. Kenyon and Leigh } | | | 24. Maryport and Carlisle .. | 28 | 50 |
| 5. Bristol and Exeter | 76 | 100 | 25. Midland Counties | 57 | 100 |
| 6. Bolton and Preston | 14 | 50 | 26. Newcastle and Carlisle .. | 61 | 100 |
| 7. Chester and Birkenhead.. .. | 15 | 50 | 27. Newcastle and North Shields.. | 6 $\frac{3}{4}$ | 50 |
| 7. Chester and Crewe | 18 | 50 | 28. North Midland | 72 | 100 |
| 8. Cromford and High Peak .. | 32 $\frac{3}{4}$ | — | 29. North Union | 22 | 75 |
| 9. Croydon | 10 | — | 30. Northern and Eastern .. | 52 | 100 |
| 10. Eastern Counties | 126 | 25 | 31. St. Helen's and Runcorn Gap | 8 | 100 |
| 11. Grand Junction | 97 | — | 32. Sheffield and Manchester .. | 40 | 100 |
| 12. Great North of England.. .. | 74 | 100 | 33. Sheffield and Rotherham .. | 6 | 25 |
| 13. Great Western | 117 | 100 | 34. Stockton and Darlington .. | 25 | 100 |
| 14. Hull and Selby | 30 | 50 | 35. York and North Midland .. | 23 | 50 |
| 15. Lancaster and Preston Junction | 20 | 50 | 36. South Eastern and Dover .. | 67 | 50 |
| 16. Leeds and Selby | 20 | 100 | 37. Canterbury and Whitstable .. | 6 | 50 |
| 17. Leicester and Swannington | 16 | 50 | 38. Greenwich | 4 | 20 |
| 18. Liverpool and Manchester .. | 31 | 100 | 39. Preston and Wyre | 19 | 50 |
| 19. London and Birmingham .. | 112 | 100 | 40. Taff Vale | — | — |
| 20. London and Southampton .. | 76 | — | 41. Manchester & Bolton Extension | — | — |
| | | | 42. London and Brighton.. .. | 46 | 50 |

ALMANACK FOR 1840 BEING LEAP YEAR

37

- ☉ New Moon
- ☾ First Quarter
- ☽ Full Moon
- ☿ Last Quarter

*Hilary Term begins Jan 11 ends Jan 15
Easter Term begins April 15 ends May 12*

Quarterly Terms

*Lady Day 25 March
Midsummer 24 June
Michaelmas 29 Sep.
Christmas 25 Dec.*

*Trinity Term begins May 26 ends June 6
Michaelmas Term begins Nov 2 ends Nov 25*

| | 1 st Day SUNDAY | 2 nd Day MONDAY | 3 rd Day TUESDAY | 4 th Day WEDNES | 5 th Day THURSDAY | 6 th Day FRIDAY | 7 th Day SATURDAY |
|--|-------------------------------|-------------------------------|--------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------------------|
|--|-------------------------------|-------------------------------|--------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------------------|

| | | | | | | | |
|---------------------------------|----|----|----|----|----|----|----|
| JANUARY 31 ^{Mo} | | | | 1 | 2 | 3 | 4 |
| ☉ 4 day. 9h. N. | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ☉ 12 . 8 . M. | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 19 . 12 . M. | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 26 . 1 . N. | 26 | 27 | 28 | 29 | 30 | 31 | |

| | | | | | | | |
|----------------------------------|----|----|----|----|----|----|----|
| FEBRUARY 28 ^{Mo} | S | M | T | W | T | F | S |
| ☉ 3 day. 1h. N. | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ☉ 10 . 4 . N. | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 17 . 1 . N. | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 25 . 10 . M. | 23 | 24 | 25 | 26 | 27 | 28 | 29 |

| | | | | | | | |
|----------------------------------|----|----|----|----|----|----|----|
| MARCH 31 ^{Month} | S | M | T | W | T | F | S |
| ☉ 1 | 2 | 3 | 4 | 5 | 6 | 7 | |
| ☉ 4 day. 4h. M. | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| ☉ 11 . 11 . N. | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 18 . 4 . M. | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| ☉ 26 . 6 . M. | 29 | 30 | 31 | | | | |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| APRIL 4 th 30 ^{Mo} | | | | 1 | 2 | 3 | 4 |
| ☉ 2 day. 5h. N. | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ☉ 9 . 6 . M. | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 16 . 7 . N. | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 24 . 11 . N. | 26 | 27 | 28 | 29 | 30 | | |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| MAY 5 th 31 ^{Mo} | S | M | T | W | T | F | S |
| ☉ 1 day. 12h. N. | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| ☉ 8 . 2 . N. | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| ☉ 16 . 11 . M. | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| ☉ 24 . 1 . N. | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| ☉ 31 . 7 . M. | 31 | | | | | | |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| JUNE 6 th 30 ^{Month} | S | M | T | W | T | F | S |
| ☉ 1 | 2 | 3 | 4 | 5 | 6 | | |
| ☉ 7 day. 1h. M. | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| ☉ 15 . 2 . M. | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| ☉ 22 . 11 . N. | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| ☉ 29 . 1 . N. | 28 | 29 | 30 | | | | |

| | | | | | | | |
|--|----|----|----|----|----|----|----|
| JULY 7 th 31 ^{Mo} | | | | 1 | 2 | 3 | 4 |
| ☉ 6 day. 2h. N. | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| ☉ 14 . 5 . N. | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| ☉ 22 . 6 . M. | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| ☉ 28 . 9 . N. | 26 | 27 | 28 | 29 | 30 | 31 | |

| | | | | | | | |
|--|----|----|----|----|----|----|----|
| AUGUST 8 th 31 ^{Mo} | S | M | T | W | T | F | S |
| ☉ 5 day. 5h. M. | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| ☉ 13 . 7 . N. | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| ☉ 20 . 12 . N. | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| ☉ 27 . 6 . M. | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | 30 | 31 | | | | | |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| SEPTEMBER 9 th 30 ^{Mo} | | | | 1 | 2 | 3 | 4 |
| ☉ 3 day. 10h. N. | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 11 . 7 . N. | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 18 . 5 . N. | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 26 . 6 . N. | 27 | 28 | 29 | 30 | | | |

| | | | | | | | |
|--|----|----|----|----|----|----|----|
| OCTOBER 10 th 31 ^{Mo} | | | | 1 | 2 | 3 | |
| ☉ 3 day. 5h. N. | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| ☉ 11 . 7 . M. | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| ☉ 17 . 11 . N. | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| ☉ 25 . 8 . M. | 25 | 26 | 27 | 28 | 29 | 30 | 31 |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| NOVEMBER 11 th 30 ^{Mo} | S | M | T | W | T | F | S |
| ☉ 2 day. 1h. N. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| ☉ 9 . 5 . N. | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| ☉ 16 . 8 . M. | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| ☉ 24 . 2 . M. | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | | | | | |

| | | | | | | | |
|---|----|----|----|----|----|----|----|
| DECEMBER 12 th 31 ^{Mo} | S | M | T | W | T | F | S |
| ☉ 2 day. 7h. M. | | | 1 | 2 | 3 | 4 | 5 |
| ☉ 9 . 4 . M. | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| ☉ 15 . 9 . N. | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| ☉ 23 . 9 . N. | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| ☉ 31 . 10 . N. | 27 | 28 | 29 | 30 | 31 | | |

Lent begins March 4.

Easter Day April 19th

Whit Sunday June 7.

Trinity Sunday June 14

Published by Bradshaw & Blacklock 27 Brown St. March

Geo Bradshaw &c.

Babs with William to
Rain Hill, slept to
Warrington, awoke by
collision. On my knee to
Hartford. - Amused
with her book to Stafford
Morn. pa about halfway
between Hartford & Warrington
over my knee. -
Went to sleep at Stafford
& slept to Birmingham.

